The Bombay Gazette.

No. 7,349.—New Series. BOMBAY :—SATURDAY, OCTOBER 2, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage	„ 72 0
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Ten lines and under	
First insertion	Rs. 5 0
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or line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

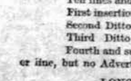
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Himalaya, 1,541 Tons, 250 H. P., Commander J. H. Atkinson, will be despatched on Tuesday, the 12th October, at noon.

Leave Bombay	Oct. 12	Leave Galle	Oct. 19
„ Carwar	13	„ Negapatam	22
„ Mangalore	14	„ Madras	25
„ Cannanore	15	„ Coconada	27
„ Calicut	15	„ Vizagapatam	28
„ Beypore	15	„ Bimlipatam	28
„ Cochin	16	„ Gopalpore	29
„ Tuticorin	17	„ False Point	30
„ Colombo	18	Arrive Calcutta	31

This route is the most expeditious and economical for passengers for the Neighborie district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

The steam-ship Burmah, 1,026 tons, 200 H. P., Commander J. T. Lewis, will be despatched on Monday, the 4th October, at noon.

Up.	Oct.	Down.	Oct.
Leave Bombay	4	Leave Bussorah	22
„ Kurrachee	8	„ Fao	22
„ Guadur	9	„ Muscat	23
„ Muscat	12	„ Linga	25
„ Bunder Abbas	14	„ Bunder Abbas	28
„ Linga	15	„ Muscat	29
	Nov.		
„ Bushire	18	„ Guadur	1
„ Fao	19	„ Kurrachee	3
Arrive Bussorah	20	Arrive Bombay	6

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

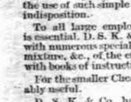
STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Monday at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.



THE well known First Class Steamer PILON, E. Baker, Commander, will leave for the undernoted Ports, every MONDAY, starting from the Apollo Bunder at 4 P. M.

Unjunwell,	Malwan,
Ratnagherry,	Vingorla,
Jeytapoor.	Goa, Panjim,

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :

Down Steamers.		Up Steamers.	
Leave Bombay	....Saturday.	Leave Cochin	....Sunday.
„ Ratnagherry	....Sunday.	„ Beypore	....Monday.
„ Malwan	„	„ Calicut	„
„ Vingorla	„	„ Tellicherry	...Tuesday.
„ Goa	....Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	...Wednesday
„ Coompta	„	„ Coompta	...Thursday.
„ Mangalore	...Tuesday.	„ Carwar	„
„ Cannanore	...Wednesday	„ Goa	„
„ Tellicherry	„	„ Vingorla	....Friday.
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Ratnagherry	Saturday.
Arrive Cochin	....Thursday.	Arrive Bombay	....Sunday.

The Steamer General Havelock, Captain Robinson, will be despatched according to the above table on SATURDAY, the 2nd October. For freight and passage apply to

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 27th September, 1869.

NOTICES.

LIVERY STABLES.—Pestonjee Eduljee Sheroff, Kalbadevie Road, opposite the Shop of Nathoo Bheram.

P. E. S. lets out on hire good Palanquins, Shigrams, Phaetons, Broughams, or Carriages, with either one Horse or a pair. Charges moderate. Terms—Cash in advance.

ISAAC BROWN,

SHIP and HOUSE PLUMBER, PAINTER, GLAZIER, GASFITTER, BELL HANGER, PAPER HANGER, and GENERAL DECORATOR.

COPPERSMITH WORK AND BRASS AND IRON CASTINGS UNDERTAKEN.

All orders punctually attended to on the most favourable terms.

No. 1, Tamarind Lane, opposite Royal Hotel, Fort.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness, and convenience by those of any other makers or dealers in England or India. References can be given to numerous purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are filled and furnished with the most minute attention by D. S. K. & Co.

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K & Co would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the Smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if suited to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE.—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, remarkably beneficial in all cases of muscular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT.

and only by

D. S. KEMP & Co.,

PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle.

INFALLIBLE REMEDY

FOR

INDIAN RINGWORM OR DHAUR.

(See "Times of India," 9th September 1868.)

GOA POWDER.

MENT.ONED IN THE NEW INDIAN PHARMACOPŒA,

(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

Goa Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acido Salcrubies)	12 as. „

A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for

Acidity of the Stomach, Heartburn, Headache, Gout, and Indigestion; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

Dinneford & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for Dinneford's Magnesia.

Agents—Treacher & Co., Bombay, Poonah, and Byculla.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. NEERA, 2,200 Tons, Captain Hanscom, will be despatched on MONDAY, the 18th October.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
4 „ Under Vests.	1 Mault.
2 „ Linen Collars,	1 Inverness Cape.
2 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
1 „ Fine Merino Drawers.	1 Clothes Bag.
1 „ Colored Handkerchiefs.	1 Travelling Hat,
1 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
1 Pair of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

Now Ready,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Medow Street, Fort.

Now Ready,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a fortnight at the *Bombay Gazette* Office, on the departure of every alternate Mail for Europe.

The Bombay Price Current contains :—

A Specially-Written Market Report.
Freight Report, with statement of Ships chartered, &c.
Export Manifests of Vessels which have sailed during the Fortnight.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1858.
Comparative Summary of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1859 and 1860 respectively.
Share List and Rate of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the fortnight.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 8

"Bombay Gazette" Office, Medow Street, Fort.

STEAM COMMUNICATION TO THE MALABAR COAST.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch a Steamer on TUESDAY, the 5th October, at noon, calling at the undermentioned Ports, viz. :

Down Steamers.		Up Steamers.	
Leave Bombay	....5th	Leave Cochin	....12th Oct.
„ Ratnagherry	....6th	„ Beypore	....13th „
„ Malwan	....6th	„ Calicut	....13th „
„ Vingorla	....6th	„ Tellicherry	....14th „
„ Goa	....7th	„ Cannanore	....14th „
„ Carwar	....7th	„ Mangalore	....15th „
„ Coompta	....7th	„ Coompta	....16th „
„ Mangalore	....8th	„ Carwar	....16th „
„ Cannanore	....9th	„ Goa	....16th „
„ Tellicherry	....9th	„ Vingorla	....17th „
„ Calicut	....9th	„ Malwan	....17th „
„ Beypore	....9th	„ Ratnagherry	....18th „
Arrive Cochin	....10th	Arrive Bombay	....19th „

For Freight and Passage apply to

W. NICOL & Co., Agents.

THE S. S. SUMATRA has brought the CARGO of the following Vessels :—

ACCELERATED CARGO, Ex
s. s. POONA, from Southampton, 4th September.
„ DELHI, from Marseilles, 11th September.

UNACCELERATED CARGO, Ex
„ ISTRIAN, from Liverpool, 24th September.
„ TANJORE, from Southampton, 28th September.
„ PERA, from Marseilles, 5th September.

ALFRED PARISH,
Acting Superintendent P. & O. S. N. Company.

Bombay, 1st October, 1869.

NEWSPAPER FILE MISSING.—A File of the "Bombay Gazette" for the half-year from January to June 1867, belonging to the "Bombay Gazette" Office, has been missing for several months. The person to whom the File was lent will oblige by returning it immediately.

NOTIFICATION by the Municipal Commissioner under Sections II, III, and IV of the MUNICIPAL LOAN BILL.

It is hereby notified, that the under-signed did, on Friday the 1st October, pay to Her Majesty's Treasury in Bombay the sum of Rs. 16,000, being the third monthly instalment of the 15 Lac Loan, with interest, and also the sum of Rs. 14,680, being the third monthly instalment of the Vehar Water Work Debt, and also the sum of Rs. 11,000, being the third monthly instalment of the Elphinstone Circle Debt.

ARTHUR CRAWFORD,
Municipal Commissioner for the City of Bombay.

1st October, 1869.

MEHRJEE, JOHNSTON, and COMPANY, No. 25 Apollo Street.

M. J. & Co. most respectfully beg to announce the arrival of the above Street fresh Consignments of following articles of domestic use, for which they humbly solicit the kind patronage of the public by an early trial for them :—

Fresh Freshly Scented Cheroots, large, (to sell cheap), and Meerschaum Pipes, &c.
Best Pale Bass' Beer, by H. Stone, in Quarts and Pints.
Best Pale Sherry and Port, of various Brands.
Fresh Flavouring Scented Tea (not to sell less than 1 lb. as Sample).
Exshaw Brandy No. 1, Chillingworth Sherry, bottled by us.
Fresh China Preserve, Fresh Biscuit (People's Mixed), and miscellaneous other fresh Preserved Provision, Store, Wines and Spirits, too numerous to bring within the small compass of an advertisement. MEHRJEE, JOHNSTON, & Co.

Bombay, 2nd October, 1869.

THE undermentioned undelivered REPAIRS are to be REMOVED from our Establishment before the expiration of the current year :—

1862.—Captain Winckler,—1 clock and 2 watches, 1 brooch.
1863.—Manisty, Esq.,—1 clock; W. J. Morgan, Esq.,—1 pair of spectacles.
1865.—R. S. Patterson, Esq., Broker,—1 clock; Ellei Jones, Esq., Sholapore,—1 watch with chain; Joseph Tinn, Esq., Contractor Akola,—1 watch; W. R. Collins, Esq.,—a. s. Euphrates,—1 watch key; H. R. Lacey, Nassick,—1 solitaire button; Mrs. Verral,—1 ring; Captain W. H. Mackay, 70th Highlanders,—1 Chubb's key.
1866.—Cruickshank, Esq., Oriental Bank,—1 breast-pin; the late Mr. Hayward,—1 chain; C. J. Angel, Esq.,—1 watch; McPherson, Esq.,—1 do., Major G. A. Loughton (Mahim),—a pair of spectacles; E. M. Fogo, Esq.,—2 buttons.
1867.—Drennan, Esq.,—1 ring; Lieut. Officer, 2nd Cava'ry Hyd. Contg., Aurungabad,—1 breast-pin; James A. Murray, Esq., G. I. P. R., Kurjut,—1 watch.
1868.—Captain Sanders,—1 hair chain.
1863.—J. Rose, Esq., H. M. S. Forte,—1 locket; Chalmers, Esq.,—1 watch with chain; Rev. Mr. W. Wilkinson, Lahore,—1 watch; Mrs. Davies (Customs)—1 chain.

Bombay, 1st October, 1869. ROSSELET & Co.

THE CHOWK HOTEL, MATHERAN.

Messrs. Jeewanjee & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal patronage extended to the Hotel throughout last season, beg to intimate that, in consequence of the rainy weather, they will REOPEN the Hotel, not on the 1st OCTOBER as formerly announced, but on the 3rd INSTANT.

The Chowk Hotel is the highest bungalow on the hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

Terms as before, Rs. 6 per day.

EUROPEANS IN INDIA.

IMPORTANT NOTICE.

The leading professional men of England recommend the following popular preparations of Savory & Moore, who obtained the Silver Medal at the late Paris Exhibition.

FOR BREAKFAST AND LUNCH.—"PANCREATIC COCOA."—Nutritious, palatable, and indispensable to all suffering from Indigestion, Debility and Pulmonary complaints. Sold in tins of 1 lb. and upwards.

DIGESTION is restored and perfected by the use of "Pancreatine." This valuable natural product properly assimilates every kind of food and precludes nausea. Sold in Bottles as Wine and in powder.

WASTING DISEASES.—Immediate relief and permanent benefit is obtained by using "Pancreatic Emulsion." It is agreeable to the taste, and assimilates all fatty substances, Cod Liver Oil, &c. Sold in Bottles.

CONSUMPTION.—In all cases where Cod Liver Oil is taken the "Pancreatic Emulsion" increases appetite, nutrition, and materially helps the system. Sold in Bottles.

ASTHMA, &c.—In diseases of the throat and respiratory organs the use of "Datura Tatula" gives instant relief, and its good results are confirmed by the personal experience of most eminent Physicians. Sold as Cigars, Cigarettes, Pastiles for inhalation, &c.

DIARRHŒA, CHOLERA, &c.—Jeremie's celebrated Sedative and Anti-spasmodic has never been known to fail in the most desperate cases of Cholera. Sold in Bottles.

FOOD FOR INFANTS.—The Royal Nurseries are supplied with the food prepared by Savory & Moore. It has received the marked approval of eminent medical men for its nutritive and digestive qualities. Sold in tins ready for use.

SAVORY & MOORE,

Chemists to the Queen, H.R.H. the Prince of Wales, the Emperor Napoleon III., the King of the Belgians, &c.,

143, NEW BOND STREET, LONDON,

See Trade Mark on every Bottle and Tin.

Sold by all Chemists, Druggists and Storekeepers throughout the World.

NEW ADVERTISEMENTS.

CARWAR COMPANY (Limited).—NOTICE is hereby given, that a CALL of Rupees Five Hundred per Share has THIS DAY been made, payable to the undersigned, at the Office of the Company, Elphinstone Circle, on 22nd current.

By order of the Directors,
W. NICOL & Co.,
Bombay, 1st October, 1869. Secretaries and Treasurers.

MAZAGON LAND and RECLAMATION COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the Mazagon Land and Reclamation Company (Limited) will be HELD at the Registered Office of the Company, in Elphinstone Circle, on WEDNESDAY, the 20th October, instant, at 3 P.M., for the purpose of considering, and, if so determined, confirming the following Resolution passed at the Meeting of Shareholders of the Company held this day at 3 p. m. :—

"That the Liquidators of the Company be, and they hereby are, authorized to transfer and sell the lands, houses, hereditaments, and immoveable and all other assets, rights, business, effects, and good-will of the Mazagon Land and Reclamation Company (Limited), to a new Company, to be called the "Mazagon Land Company (Limited)," and to receive in compensation for such transfer and sale 2,000 fully paid-up shares of the nominal value of Rs. 2,000 each in such last mentioned Company, such Company undertaking to pay and discharge all debts, liabilities, either contingent or existing, and engagements of the Mazagon Land and Reclamation Company (Limited), and to carry out and perform the agreements, leases, and obligations of the said Mazagon Land and Reclamation Company (Limited)."

By order of the Board of Directors,
RITCHIE, STEUART, & Co.,
Secretaries and Treasurers.

Elphinstone Circle, 1st October, 1869.

MAZAGON LAND and RECLAMATION COMPANY (Limited.)—NOTICE is hereby given, that the following Resolutions were passed at the Extraordinary General Meeting of the Company held this day at 3 p. m. :—

Proposed by John S. Hibbert, Esq., seconded by Cassumbhoy Dhurampsey, Esq.:—

"That the Mazagon Land and Reclamation Company, Limited, be wound up voluntarily."

Proposed by Tapidass Verzdass, Esq., seconded by Duyall Rettonsey, Esq.:—

"That Mr. James Dickson and Mr. Byramjee Cursetjee Ghandee be, and they are, appointed Liquidators of the Mazagon Land and Reclamation Company (Limited), at a remuneration of Rs. 750 each."

Proposed by Rahimtoolah Mahomedee, Esq., seconded by Hormusjee Pestonjee Framjee, Esq.—

"That the Liquidators be, and are hereby, authorized to exercise all the powers given by Section 174 of Act 19 of 1857."

Proposed by Tapidass Verzdass, Esq., seconded by Tullockchund Mansookhdass, Esq.—

"That the Liquidators of the Company be, and they hereby are, authorized to transfer and sell the lands, houses, hereditaments, and immoveable and all other assets, rights, business, effects, and good-will of the Mazagon Land and Reclamation Company (Limited), to a new Company, to be called the Mazagon Land Company, Limited, and to receive in compensation for such transfer and sale 2,000 fully paid-up shares of the nominal value of Rs. 2,000 each in such last mentioned Company, such Company undertaking to pay and discharge all debts, liabilities, either contingent or existing, and engagements of the Mazagon Land and Reclamation Company, Limited, and to carry out and perform the agreements, leases, and obligations of the said Mazagon Land and Reclamation Company, Limited."

JOHN S. HURRELL, Chairman.

Elphinstone Circle, 1st October, 1869.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE—For the accommodation of Passengers desiring to leave their Luggage, a Room has been established at Poonah Station, in which packages may be left in the Company's charge at the following rates :—

	Rs. a. p.
For the first 24 hours	0 1 0 per package.
For every further period of 24 hours	0 0 4 „
or part of 24 hours	

HENRY CONDER,
General Traffic Manager.

Bombay, 29th September, 1869.

LOCKET (GOLD) LOST.—On Thursday, between one and half-past two o'clock, a GOLD LOCKET, containing the Portraits of two Ladies, was LOST between Forbes Street and Grant Buildings. Any person finding the same, and taking it to Mr. J. H. MORRIS, No. 5 Grant's Buildings, will receive a Reward of Rs. 5.

NOTICES.

THE HONGKONG and SHANGHAI BANKING CORPORATION.—NOTICE.—The office of this Corporation has THIS DAY been REMOVED to Treacher and Company's New Building, Esplanade.

R. STEVENSON,
Bombay, 27th September, 1869. Agent in Bombay.

THE BOMBAY CITY BANK, Limited, (in Liquidation).—NOTICE is hereby given, that the THIRD DISTRIBUTION of the ASSETS of the COMPANY, at the rate of Rupees (5) Five per Share, will be payable at the Company's Office, on the top of the Old Consulate Buildings, corner of Parsee Bazar Street, on and after MONDAY, the 11th October, 1869. To enable Shareholders to participate in this distribution, they must lodge their Certificates of Shares at the Company's Office on or before Monday, the 4th October, 1869. Shareholders drawing dividends must appear in person, or by duly constituted Attorney.

The TRANSFER BOOKS of the Liquidators will be CLOSED from 1st October 1869 until further notice.

B. R. MODY,
HORMUSJEE PESTONJEE FRAMJEE, } Liquidators.
ARDASEER EDULJEE CHINOY,

Bombay, 23rd September, 1869.

NOTICE.—To be SOLD by Public Auction, in Her Majesty's Dockyard, on THURSDAY, the 7th October, 1869, H. M.'s Screw Tug WADALIA, of 100 tons Gross Tonnage, and built of Iron, as she stands on the day of sale.

The above Tug is lying at Butcher's Island.

For terms and conditions of sale apply to the under-signed.

W. T. CROCKETT, Lieut., late I. N.,
Acting Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 30th September, 1869.

NOTICE.—To be SOLD by PUBLIC AUCTION, in H.M.'s Dockyard, on THURSDAY, the 7th October, 1869, H. M.'s Steamer GOOLAMAR, burden in Tons of 215. This Vessel is teak built, coppered, and copper fastened, with Engines of 40-Horse Nominal Power, complete, as she stands on the day of sale.

Terms of Sale—The Sale of the Vessel will not be considered final until the acceptance of the offer is sanctioned by Government. A deposit of 10 per cent is to be immediately paid down at the time of sale, and good security given by the Purchasers for the payment of the remainder, which must be paid within eight days after the acceptance of the offer by Government, or the deposit will be forfeited and the Vessel resold at the risk and loss of the Purchaser.

For further particulars apply to the undersigned.

W. T. CROCKETT, Lieut. late I. N.,
Acting Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 24th September, 1869.

MUNICIPALITY of BOMBAY

NOTICE TO CONTRACTORS.

TENDERS are hereby invited for the construction of a Fountain and the erection of an Iron Railing with a Stone Base, Gates, &c., in the Elphinstone Circle, in the Fort of Bombay.

The plans, sections, and specification of Railing, &c., may be inspected, and the form of Tender and Bill of Quantities may be obtained at the Office of the undersigned.

Tenders written on the proper printed forms should be sent in on or before 12 o'clock on Friday, the 8th day of October, 1869, addressed to A. T. Crawford, Esquire, Municipal Commissioner for the City of Bombay, Apollo Street, Fort.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By order of the Municipal Commissioner,
C. THWAITES, C. E.,
Acting Executive Engineer, Bombay Municipality.

Bombay, Executive Engineer's Office, 25th September, 1869.

EAST INDIAN UNDERWRITERS' ASSOCIATION.—The LIQUIDATORS are prepared to make a FIFTH DISTRIBUTION of the ASSETS by a payment of Rs. 2) (Twenty) per Share, payment of which, on production of the SHARE CERTIFICATES, can be obtained on application to Sir Charles Forbes & Co., No. 1, Rampart Row West.

JOHN DIXON, } Liquidators
R. R. CORMACK, }

Bombay, 27th September, 1869.

THE COORLA SPINNING and WEAVING COMPANY (Limited).—At an EXTRAORDINARY GENERAL MEETING of the Shareholders, held on WEDNESDAY, the 29th September, 1869, the following RESOLUTION was passed :—

"That the Special Resolution passed at an Extraordinary General Meeting of the Shareholders of the Coorla Spinning and Weaving Company (Limited), held on the 7th September, 1869, be, and is, hereby confirmed, viz. :—"That the Liquidator be authorised to transfer and sell the Lands, Houses, Hereditaments, and Immoveable Property, Furnitures, Effects, and Assets of the Company, Good-will of the Coorla Spinning and Weaving Company (Limited) to a new Company, to be formed and called the Dhurumsey Spinning and Weaving Company (Limited), and to receive in compensation for such sale 2,000 fully paid up shares, of the nominal value of Rs. 2,000 each, in such last mentioned Company, such Company undertaking to pay and discharge the debts and liabilities of the Coorla Spinning and Weaving Company (Limited), and to carry out and perform the agreements, contracts, and obligations of the said Coorla Spinning and Weaving Company (Limited).

CURSETJEE JEHANGHIER TARACHUND,
Bombay, 29th September, 1869. Chairman.

INDO-EUROPEAN TELEGRAPH COMPANY (Limited).—DIRECT TELEGRAPHIC COMMUNICATION with GREAT BRITAIN and IRELAND, via the PERSIAN GULF, PERSIA, RUSSIA, PRUSSIA, and the NORDERNEY SUB-MARINE CABLE to LONDON.

NOTICE is hereby given, that the TELEGRAPHIC LINES of the Company via the above-mentioned route, WILL BE OPENED for the TRANSMISSION of MESSAGES, about the middle of November or beginning of December of the present year, when such modifications will be introduced in the tariff as will greatly facilitate telegraphic correspondence.

The telegraphs of the Company will be worked by English telegraphists, from end to end; and this great desideratum, together with the absolute control of the traffic, to be exercised by the Company, cannot fail to effect a very considerable reduction of the time now occupied in the transmission of messages between India and the United Kingdom and the Continent of Europe.

The errors and mutilation of messages, which are now so universally complained of, will be reduced to a minimum. Unity of management, combined with the new system of automatic telegraphy to be introduced upon the Company's lines, cannot fail to produce this result.

By order of the Board,
H. WEAVER, Secretary.

General Offices of the Company, 16, Telegraph Street, Moorgate Street, London.

FOR SALE, by Private Contract, the undermentioned properties at BROACH, viz. :—

A piece of LAND situate at Vizulpore, measuring 54,783 square yards, with the Cotton Ginning Manufactory, Dwelling Houses, Godowns, and Outhouses standing thereon, and all the Machinery, Tools, &c., thereto belonging.

A piece of CULTIVATED LAND known by the name of "Hokeemjee's Vuzeera," situate at Vizulpore, measuring 39,522 square yards.

A piece of GARDEN GROUND situate at Vizulpore, measuring 1,605 square yards, with the Bungalow, Stable, and Outhouses standing thereon.

A piece of GROUND situated in the Town, measuring 7,759 square yards, with the Dwelling House, Stable, and Outhouses standing thereon, known by the name of Minguel De Souza's Bungalow.

A piece of GROUND situate in the Town, measuring 807 square yards, with the Dwelling House standing thereon, now in the occupation of Byramshaw Dhunjeebhoy.

A piece of GROUND situate in the Town, measuring 2,453 square yards, with the Dwelling House and Outhouses standing thereon, known as Ardaseer's house.

The REMAINDER of a LEASE of 99 years, dated 11th April 18.7, of the garden called Begum Barri, measuring 2,852½ square yards, with the Dwelling House, Stable, and Outhouses standing thereon.

For further particulars apply to the MANAGER, LAND MORTGAGE BANK OF INDIA, Limited

Bombay, 13th September, 1869.

NOTICES.

SPECIAL NOTICE.

MONSOON WATERPROOF SUITS.—Messrs. BADHAM & Co. have received a large supply of the best make, consisting of

Coats—Leggins—Caps, ventilated.

Messrs. BADHAM and COMPANY,

HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.

Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

	Rs.	Rs.
BADHAM'S Fine Bro. Cotton Socks, per dozen	12	to 21
BADHAM'S Superfine do. do.	18	„ 21
BADHAM'S Balbriggan embossed Silk	53	
BADHAM'S Fine Striped and Fancy	14	„ 20
BADHAM'S Mixed Silk and Cotton	25	
BADHAM'S Superfine Grey and Mixed Merino	13	„ 18½
BADHAM'S Extra Superfine do. Mixed Striped	21	„ 24
BADHAM'S Lisle Thread ½ Hose	20	
BADHAM'S Do. do. Fancy Striped	23	
BADHAM'S Fancy and Striped Silk Socks	25	„ 45
BADHAM'S Ribbed Knickerbocker Stockings for Shikarring, &c., per pair	3	„ 6
BADHAM'S Celebrated India Gauze Under Vests	4½	
BADHAM'S Silk and Wool Pants	6	„ 8
BADHAM'S Bathing Drawers, Plain and Fancy Striped	2½	

SHIRT DEPARTMENT.

BADHAM'S	Wove Flax or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains	8½
BADHAM'S	Spun Silk, all colours and new patterns	12½
BADHAM'S	Wove Flannel and Printed Shirts	10
BADHAM'S	Silk and Wool Indispensible	10½
BADHAM'S	French Printed Shirts	12 to 70
BADHAM'S	Long Cloth Shirts	45
BADHAM'S	Cambric Linen Fronts and Cuffs	55 „ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts each	7 „ 30

SCARF AND TIE DEPARTMENT.

		Rs. as.
BADHAM'S SCARFS and TIES.	The Zoo	3 0
	The Royal Rose	3 0
	The Bond Street	3 0
	The Latest Novelty	3 0
	The G. K. Tining	3 0
	The Baden Baden	3 0
	The Harrogate	3 0

TRAVELLING DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Overland Trunks, Patent Sock Steel, Ejection Bibbs, with Brass Screws—highly recommended	20	to 32
BADHAM'S	Solid leather Portmanteaus	50	to 70
BADHAM'S	Railway do.	16	„ 30
BADHAM'S	Courier Bags	5	„ 12½
BADHAM'S	Real Morocco Courier Bags	10	„ 16
BADHAM'S	Clothes Bags	9	„ 65
BADHAM'S	Whitney Rugs	12	„ 30
BADHAM'S	Scotch Maunds	12	„ 34
BADHAM'S	Red Blankets per pair	25	

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.

			Rs. as.
BADHAM'S NAPLES FELTS.	Falkland,

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

Market weak and declining.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.ct	Agra Bank	par.
22,000	1,000	all	8 p.ct.	Bank of Bengal	1650
50,000	500	all	6 p.ct.	Ditto of Bombay New	625
10,000	500	100		Ditto 2nd Res. Issue	218
5,250	1,000	all	12 p.ct	Ditto of Madras	1,600
30,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	340
17,000	200	all	6 do.	Chartered Bk. of I. & C.	210
37,500	250	125	8 do.	National Bank of India	138
60,000	250	all	12 do.	Oriental Bank	440

PRESS COMPANIES.

150	5,000	2,850	35 p.c	Akbar Cotton Press Co.,	2,325
200	2,000	1,100	20 p.ct	Albert Co. Kurrachee	800
250	2,000	850	30 do.	Alexandra Press Co.	625
	12,000	11,880	1760 p.	Apollo Press Co.	8,250
200	2,000	all	375 do.	Bombay Press Co.	2,075
200	500	all	93 do.	Do. New	525
500	1,500	all	8 do.	Colaba Press Co	11,000
250	2,000	all	...	East India Press Co	1,100
150	8,500	all	1000	Fort Press Co.	10,293
300	2,000	1,800	100 p.	Framji Cowagi Press	1,275
200	6,000	all	425 p.	Hydraulic Press Co.	3,400
1000	5,000	2,000	100 p.c	Kurrachee Press Co.	900
2,900	1,000	900	...	Mofus. Press & G. Co.	280
120	2,500	all	350 p.	Prince of Wales Press	2,700
225	2,000	750	...	Victoria Press, Madras.	1,250
150	2,000	all	...	Tuticorelly Press Co.	1,650

(* Per share for the half-year.)

MILITARY.

ARRIVALS.—OCTOBER 1.

Harvey, Colonel, 40th Madras Native Infantry, on medical certificate, from Cannanore.

Eate, Assistant Apothecary, Medical Department, on duty, from Madras.

Stewart, Captain, The Royal Regiment, on leave, from England.

Chaine, Major, 4th Hussars, to join, from England.

Broadbent, Captain, 3rd Battalion Rifle Brigade, to join, from Plymouth.

D'Sylva, Assistant Apothecary, Medical Department, on duty, from Cannanore.

Hibbert, Captain, Commissariat, on duty, from Poona.

Pearse, Major, Royal Artillery, on furlough, from England.

Temple, Lieutenant, Bengal Staff Corps, on medical certificate, from England.

Eden, Captain, Staff Corps, on medical certificate, from England.

Matthews, Captain, Bengal Staff Corps, on medical certificate, from England.

Butler, Lieutenant, 91st Highlanders, on medical certificate, from England.

DEPARTURES.—OCTOBER 1.

Andrews, Lieutenant, 18th Hussars, on sick leave, to England.

Hennell, Lieutenant, 25th Regiment, Madras Light Infantry, on furlough, to England.

Stewart, Captain, The Royal Regiment, to join, to Nusserabad.

Eate, Assistant Apothecary, Medical Department, on duty, to Boypore.

D'Sylva, Assistant Apothecary, Medical Department, on duty, to Cannanore.

Matthews, Captain, Bengal Staff Corps, on duty, to Jhansie.

Butler, Lieutenant, 91st Highlanders, on duty, to Sirdia.

Wolfe, 1st Class Schoolmaster, Aboo Lawrence School, on sick leave, to England.

Broadbent, Captain, 3rd Battalion, Rifle Brigade, on duty, to Dinapore.

Chaine, Major, 4th Hussars, to join, to Meerut.

POONA DIVISION ORDERS.

By Major-General the Honourable A. H. Gordon, C.B., Commanding P. D. A.

Poona, 28th September, 1869.

The undermentioned Officer has obtained leave:—

Staff.—Brigadier-General R. Pratt, C.B., from 30th September, to 5th October, 1869, on privilege leave.

GENERAL ORDERS BY THE GOVERNMENT OF INDIA.

(*Gazette of India*, Sept. 25.)

HOME DEPARTMENT.

The following promotions are sanctioned in the staff of the Geological Survey of India, consequent on the death of Mr. Charles E. Oldham, Deputy Superintendent:—

Mr. W. Theobald, Junior, to be an Assistant of the 1st Grade.

Mr. W. King, to be Deputy Superintendent, Madras.

Mr. A. B. Wynne, to be an Assistant of the 2nd Grade.

Mr. Charles Currie, Officiating Financial Commissioner in Oudh, to officiate as Judicial Commissioner, vice Sir George Couper, Bart., C.B., absent on privilege leave.

Captain W. Phaire, Assistant Commissioner in Oudh, to officiate as Cantonment Magistrate of Fyzabad, vice Lieutenant C. S. Noble, appointed to officiate as Deputy Commissioner of Fyzabad.

Lieutenant-Colonel DeSymons Barrow, District Superintendent, 1st Grade, to officiate as Inspector General of Police in Oudh, during the absence on privilege leave of Major R. H. M. Aitken, V.C.

FOREIGN DEPARTMENT.

Assistant Surgeon H. D. S. Compigné, M.D., is appointed to officiate in medical charge of the Erinporah Irregular Force, vice Surgeon W. Eddowes, until further orders.

Surgeon-Major J. Rose, of the 22nd Regiment, Bengal Native Infantry, is appointed to the medical charge of the Gwalior Agency of His Highness Maharaja Scindiah's Dispensary, in addition to his other duties, vice Surgeon J. W. R. Annesbury, who has been transferred to Umballa.

Mr. W. DeCourcy Ireland, Assistant Commissioner of the 1st Grade in the British Burmah Commission, to officiate as a Deputy Commissioner of the 3rd Grade, vice Captain G. A. Strover, appointed Assistant Political Agent at Bhamo.

Mr. John Fairlie Muir, of the Bombay Civil Service, is appointed an Assistant Commissioner in the Central Provinces.

Mr. W. S. Seton-Karr, Secretary to the Government of India in the Foreign Department, is granted furlough for one year, with 12 days' previous subsidiary leave to reach Bombay, from such date as he may avail himself of the same.

MILITARY DEPARTMENT.

Lieutenant-Colonel Hugh Lowman Pester, of Infantry, Commandant, 9th Regiment of Native Infantry, having been recommended for leave to Europe on medical certificate for fifteen months, is granted furlough for that period embarking at Bombay.

PUNJAB FRONTIER FORCE.—Lieutenant A. G. Ross, of the Bengal Staff Corps, Wing Officer of the 1st Sikh Infantry, to officiate as Staff Officer during the absence on furlough to Europe of Captain F. J. N. Mackenzie, or until further orders.

Captain Frederick Peere Williams Freeman, of the Bengall Staff Corps, 3rd Squadron Officer, 4th Bengal Cavalry, is permitted to proceed to Europe on furlough on private affairs for two years under the Regulations of 1868, embarking at Bombay.

The undermentioned Officers of the Bengal Staff Corps having completed twenty years' service, are promoted to the rank of Major, from the dates specified, subject to Her Majesty's approval:—

Captain William Henry Joseph Lance,—18th September 1869; and Captains John Paton Martin, and Thomas Norris Baker,—20th September 1869.

The undermentioned Officers of the Bengal Staff Corps, having completed twelve years' service, are promoted to the rank of Captain, from the date specified, subject to Her Majesty's approval:—

Lieutenants John Francis FitzGerald Cologan, and Ninian Lowis,—20th September 1869.

Supernumerary Surgeon Henry Thom, M. D., of the Indian Medical Department, is brought on the establishment of Surgeons to fill an existing vacancy.

PUNJAB FRONTIER FORCE.—4th Cavalry.—Lieutenant E. A. Money, of the 101th Foot, a candidate for the Staff Corps, to officiate as 2nd Squadron Subaltern, on probation during the period Lieutenant C. A. H. Banister may officiate as Adjutant, or until further orders.

The following paragraphs of a Military letter from the Right Hon'ble the Secretary of State for India, No. 222, dated 25th August 1869, are published for general information:

The undermentioned Officers have been permitted to return to their duty, viz.:—

Colonel W. B. Bishop, Lieutenant-Colonels J. Baillie, C. Need, Majors S. D. White, F. N. Miles, (per steamer of 27th August), C. N. McMullin, Captains H. Shoubridge, W. W. Home, H. Grimes, C. R. Matthews, H. V. Mathias, Lieutenants R. H. Ward, H. S. Moules, F. H. Hinde.

The undermentioned Officers have been granted extensions of leave for the period specified.

Colonel J. R. Becher, 6 months, W. D. Bishop 1 month, Lieut.-Cols. T. G. Glover 6 months, H. Finch 3 months, Captains A. B. Melville, 4 months, T. M. Sandys, 3 months, Lieuts. W. A. S. de V. Beauclerk, 6 months, H. G. Waterfield, 3 months.

The undermentioned Officers have been permitted to retire from the service from the dates specified, viz.,—Lieutenant-Colonel R. C. Germon, from the 1st August 1869, and Captain C. F. Baillie, from 25th December 1867.

PUNJAB FRONTIER FORCE.—2nd Punjab Infantry.—Lieutenant A. H. Turner, 1st Wing Subaltern and Officiating Quarter Master, to be Quarter Master, vice Captain N. J. Jones, who vacates on promotion to the rank of Captain. Lieutenant J. M. D. Lewes, of the 3rd Foot, a candidate for the Staff Corps, to be 1st Wing Subaltern, on probation, vice Lieutenant Turner.

PUBLIC WORKS DEPARTMENT.

Lieutenant-Colonel J. Crofton, R. E. Chief Engineer, 3rd Class, is promoted to the rank of Chief Engineer, 2nd Class, from the 11th August 1869, to fill a vacancy.

Lieutenant-Colonel D. Briggs, S. C., Superintending Engineer, 2nd Class, 2nd Grade, British Burmah, and Major C. J. Mead, S. C., Superintending Engineer, 2nd Class, 2nd Grade, Hyderabad, are promoted to the 1st Grade of that class with effect from 1st September 1869.

SHIPPING.

DAILY FREIGHT REPORT—1ST OCTOBER.

London	Cotton	Nom. p. ton
	Cases	"
	Goods	"
Liverpool	Iron Ships Cotton	£1 12s. 6d. to £1 17s. 6d. "
	Wooden Ships "	none loading.
	Myrabolns & Coir bills	£0 10s. 0d. to £0 12s. 6d.
	Seeds	£0 15s. 0d. to £0 17s. 6d.
Havre	Cotton	£2 0s. 0d. Nominal.
Overland	Coffee	Nominal
	Steamers	£3 10s. 0d. to £3 15s. 0d
China	Steamer Cotton	Rs. 10 per bale.
	" Opium	Rs. 25 to 30 per chest.
Calcutta	Sailing Ships	Nominal
	Salt	Rs. 2 8 0 to 2 12 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVAL.

Oct.	Vessel.	Commander.	From.
1	Sumatra (s)	White	Suez, Sept. 19.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
1	Salsette (s)	Tomlin	China, &c.
	Sunda	Overgsoun	Galle.

The following vessels obtained their port clearances yesterday:—

Ship Twilight, Angel, to London via Cochin.

Ship Magnificent, Thomas, to Calcutta.

Ship Mary Mildred, Wing, to Rangoon.

The steamer Sir Bartle Frere, to Persian Gulf via Kurrachee, began to load yesterday.

CALCUTTA.

DEPARTURES.

Sept. 28	Calcutta	...	...	...
	Tangun	...	...	...

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" has leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along ever line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language), Advertisers would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period hat may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press

"Bombay Gazette" Press, 1868.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.

BOMBAY GAZETTE STEAM PRESS.

BOMBAY DIOCESAN BOARD OF EDUCATION, for promoting the Christian Education of European and Indo-European Children throughout the Presidency of Bombay.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President *ex officio*.

Hon. Sir R. COUCH. | Ven. ARCHDEACON LEIGH LYE.
Hon. Mr. JUSTICE GIBBS. | Rev. C. T. WILSON.
G. FOGGO, Esq. | Rev. W. MAULE.
C. E. CHAPMAN, Esq. | Rev. C. F. H. JOHNSTON.
A. T. CRAWFORD, Esq. | Rev. T. K. WEATHERHEAD.
A. R. SCOBLE, Esq. | Rev. C. GILDER.

A. C. MOORE, Esq., Hon. Treasurer.
Rev. G. C. REYNELL, Hon. Secretary.

The Board makes grants to the Diocesan School, Byculla; St. John's School, Colaba; St. Peter's School, Mazagon; Bishop's School, Poona; Poona Girl's School; Pensioner's School, Poona; Sholapoor European and Eurasian School. Total amount of grants Rs. 550 a month.

Subscriptions, which are earnestly solicited, will be received by the Treasurer, "The Brae," Chinchpoogly, or by the Secretary, Parsonage, Byculla.

G. C. REYNELL, Hon. Secretary.

Bombay, 23rd June, 1869.

DIOCESAN SCHOOL, BYCULLA, (in connection with the Bombay Diocesan Board of Education).

COMMITTEE.

Hon. Mr. JUSTICE WARDEN. | W. WOODBURN, Esq.
Hon. A. H. CAMPBELL. | Rev. G. C. REYNELL.
Hon. Secretary—JOHN CAMERON, Esq.

Acting Superintendent—Rev. E. H. COOPER, B.A.

Superintendent of Girls' Department—Miss WATKINS.

The School has been recognized by the Director of Public Instruction as a High School, teaching up to the University Standard.

Boarders are received.

For full particulars apply to the Hon. Secretary Diocesan School, Byculla.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BENGAL.

BIRTHS.

HARRISON—September 22nd, at Rawul Pindee, the wife of E. H. Harrison, Esq., C. S., of a son.

MATTHEW—September 20th, at Fort William, the wife of the Rev. H. J. Matthew, of a son.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see the "BOMBAY GAZETTE" OVERLAND SUMMARY.

	Rs. as.
Price, per Copy	0 4
Annual Subscription	12 0

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, OCTOBER 2, 1869.

AMONG the subjects reserved by the English newspapers for discussion in the "silly season" that of the comparative merits of English and French dinners usually finds a prominent place. The controversy is generally opened by a correspondent who has been on a flying visit to Paris, or perhaps has only explored the slums of Soho, and who writes to the *Times* to say how many courses he has dined off at a foreign restaurant for half-a-crown, and how infinitely superior in variety and relish his dinner was to the inevitable beef-steak or cut off the joint that he would have been charged the same money for at an English chop-house. The correspondent is always fortunate in his experience; and the untravelled British reader cannot but envy the good luck of a compatriot whose knowledge of the world enables him to spend his money to such advantage, and to relieve the horrible dulness of middle class life at home by exchanging the coarse and brutal monotony of an English dinner for the scientific cookery of the French kitchen. Yet, on the whole, we are inclined to accept the somewhat cynical conclusion of the *Morning Star*, that English dinners are best eaten in England, and French dinners in France. There is no question here, of course, of really first class dinners, ordered by men fond of good living and regardless of expense. Communication throughout Europe is now so speedy and frequent, that to get anything that is excellent in its kind one has to pay about as much in one country as another, and it may be added that in manners and way of living the upper classes of Paris and London differ now in no essential degree from one another. Indeed to come down a step lower in the social scale. Any traveller who frequents the best hotels in Great Britain and the Continent, and who lives well without being unnecessarily profuse, will find that his daily expenditure does not vary more than two or three shillings above or below a certain average from Aberdeen to Naples, and that there is no variation worth notice in the number of comforts and luxuries he can command for this expenditure along the whole route. But the suggestion is, that the bulk of the people in France, the persons, that is to say, of moderate income, who, to use the common saying, must look at both sides of a shilling before parting with it, fare better than the bulk of the people in England, not because they have better materials, but because they understand better the art of making good use of what they have. English writers who take this disparaging view of their countrymen's qualifications in the art of living speak generally from imperfect knowledge of the actual state of France. It is easy to contrast a restaurant like Véfour's in the Palais Royal with an ordinary London eating-house, to the great disadvantage, of course, of the latter place of entertainment. But, although it must be admitted that there are more public places in Paris than in London where you can get, if you choose to pay for it, an elegant and well-served dinner of many courses—as there are more wealthy men in Paris than in London who habitually dine in public rather than at home—yet, if we compare like with like all down the ranks of society, we shall hardly see cause to rate the average of living in France as high as it is in England. French cookery is as perfect as French prose, when it is really good; but it would be as reasonable to infer from the writings of Edmond About and Emile de Girardin that all Frenchmen are keenly intelligent and witty politicians with an exquisite command of language, as to suppose that the superiority of a few Parisian restaurants is a guarantee for the general excellence of dinners throughout France. Take even the second and third class restaurants in the Palais Royal. Would any man in his senses prefer the suspicious and occasionally even nasty looking messes served up there, to the wholesome mutton-chop and potato that any clerk in the City of London can afford to make his dinner off? An American enthusiast (the author of "English Photographs") declared lately that there are no such things as real mutton-chops anywhere in the world outside the limits of the City; and it is as absurd to say that the French clerk or artisan gets something better than this to eat at his restaurant as to insist that cheap "claret," or *vin ordinaire*, is a more agreeable drink than British beer. Whoever has any doubts on the matter will do well, when he goes home, to pick out an average Frenchman and try the experiment on him of giving him an English dinner and a pot of beer instead of his national fare. Hogarth's caricature of the Frenchman amazed at the sight of an English sirloin has a spice of truth in it even to this day.

But, it is urged, there is so much more variety in French dinners. One writer in an English newspaper goes so far as to contend that it is as cheap to serve up a dinner of soup, fish, and entrées, as of mere roast or boiled meat, and that it is only the ignorance of English wives and servants that condemns small families to perpetual joints of beef or mutton. Such statements only betray the writer's own ignorance of the first elements of household economy; and it is simply laughable to suppose that small families of the middle or lower class in France sit down every day to delicate little dinners, including all the luxuries of the season. There is no fact more clearly established than that the standard of comfortable living is higher in England than anywhere else in Europe. France is still mainly an agricultural country, with millions of small freeholders, whose average income does not much exceed the annual wages of a Dorsetshire farm labourer; and the diet of the people varies only from soup to omelette, and from omelette back again to soup. The daintiest cookery in the world,—and Frenchmen (unless they belong to the upper class) are not particularly dainty—can hardly make such food as palatable to hungry men as good beef and mutton. A good deal of light is thrown on the habits of life of the wage-receiving class in England by a report of the medical officer of the Poor Law Board on the dietaries to be used in work-houses. Some of Dr. Smith's recommendations in this report, which has been approved by the Board and acted upon by the guardians, are to this effect—"As no class of the community takes the same rotation of food week by week, and month by month, it is advisable that the rotation in work-houses should be changed at intervals, so that the same day shall not always be associated with the same kind of food, except that at all times there should be roast meat or baked meat-pie on Sundays. Peasoup should be substituted by other kinds of soup in summer. Potatoes should be roasted or baked sometimes in the winter. Rhubarb, apples, gooseberries, and similar foods should be made into pies or puddings in lieu of suet-puddings, or given as a sauce with suet-puddings, so far as the supply from the workhouse garden will allow. Bread prepared from second flour, now being the cheapest kind of food, should be employed as largely as possible." These liberal recommendations as to the kind of food to be given to paupers are based on the results of careful inquiries made by Dr. Smith in all parts of the kingdom into the condition and way of living of the labouring population. Speaking of bread alone, he assures us that a very great change has taken place in the habits of the people in our day, in reference to the kind of grain they use, that "the labouring classes have almost universally discarded" even brown wheaten flour, and that "there seems a tendency to carry this so far as to exclude all but fine flour." Compare this report with the confirmatory statement of a recent correspondent of the *Times*, who complained that workingmen in receipt of wages now compete with their employers for the purchase of the best joints of meat at the butcher's, and add the evidence given by the figures in the revenue returns of the extent to which sugar, tea, and other luxuries, to say nothing of beer and spirits, have become necessaries of life even among the poorest class in England, and we shall find it difficult to believe that Englishmen in general have much to envy in the condition of Frenchmen. We may fairly give the average French peasant credit for superior thrift and frugality, but at least it is not true that he at the same time lives better and saves more money than his English rival.

THE Hon'ble H. S. Maine left Allahabad last Tuesday night for Jubbulpore, *en route* to Bombay and England.

THE "Indian Daily News" notices a silly rumour which had been current in Calcutta, that Lord Mayo had died suddenly of cholera.

WE have received papers of September 11th this mail by the Brindisi route, but are unable to-day, owing to pressure on our space, to give our readers extracts from them.

LIEUTENANT R. HENNELL, General List, Wing Subaltern 25th Regiment N. I., has been allowed furlough to Europe for two years, on medical certificate.

ACCORDING to the "Delhi Gazette," the Major who is awaiting trial for a serious crime, said to have been committed at Ferozepore,—a case resembling that of Captain Gillespie—is at present confined in the Lahore jail.

LIEUTENANT COLONEL (BT.-COL.) A. H. A. HERVEY, Madras Infantry, Commandant H. M.'s 4th Regiment Madras Native Infantry, has obtained furlough to Europe for two years, on medical certificate.

THE "Gazette of India" in its last issue publishes the Home accounts of the Government of India for the year 1867-68, from 1st April 1867 to 31st March 1868, and an estimated account for the year 1868-69, from 1st April 1868 to 31st March 1869, together with other statements connected therewith.

WE observe that on the 22nd Sept. Sir William Muir reported to the Government of India that the agricultural prospects throughout the North West were, without exception, favourable. His Honor thinks that the expectation of a plentiful harvest is now so secure, that further reports will not be necessary.

THE Goverment of Bengal has recommended that the sumptuary allowance of Rs. 50 per mensem, drawn by the agent of the Raja of Sikkim, be exempted from the provisions of the Income Tax Act. The Governor General in Council has sanctioned the recommendation, and has taken this opportunity to rule that all allowances of an official character made to agents or representatives of foreign States as such, shall be exempted from the provisions of the Income Tax Act.

THE Home Department of the Government of India has proposed that a military officer on the Invalid Establishment who holds a civil appointment should be allowed leave of absence under the Rules for Uncovenanted Servants. The proposal has been sanctioned, subject to the approval of the Secretary of State, on the understanding that the invalid pay of the officer concerned will merge in his absentee allowance as an uncovenanted servant, and that only his service in the Civil Department will be taken into consideration in granting him leave.

DR. LIVINGSTON.

GOVERNMENT has given the following deeply interesting communication to the press:—

From J. KIRK, Esq., Political Agent and Her Majesty's Consul at Zanzibar, to C. GONNE, Esq., Secretary to Government, Bombay, dated 31st August 1869.

SIR,—I have the honour to report for the information of the Right Hon'ble the Governor in Council that an Arab caravan arrived here two days ago from the interior bearing a letter from Syud Majid's agent at Unayeembe, in the country of Anyamwezi, addressed to his brother at Zanzibar, in a P. S. to which the arrival of Dr. Livingston at Ujiji is mentioned.

I forward a copy of this extract in translation.

I am informed that the native messenger who saw Dr. Livingston at Ujiji was one month on the way to Anyayembe and that therefore this information is at least a few months old.

I understand that a caravan is expected on the coast in about a month when we may possibly receive further news of the great explorer.

The road between the coast and Ujiji is at present open and safe even to small bodies of men.—I have the honour &c.,

J. KIRK,
Political Agent & H. M.'s Consul, Zanzibar.

TRANSLATION.

Postscript.—Be good enough when the slave returns to send a box of brandy similar to that which came for the white man, one of which was broken on the way, so that none remained. And he (the white man) has reached Ujiji and may pass this way and on his coming we will give it to him. Do not neglect this.

Dated 4th Rabin-el-Awul 1286.
12th June 1869.

True translation of postscript to letter written by the Arab Governor of Anyayembe to his brother in Zanzibar.

JOHN KIRK.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE ALBERT LIFE ASSURANCE COMPANY.

LONDON, 17TH SEPTEMBER.

THE Vice-Chancellor has to-day ordered the winding up of the Albert Life Assurance Company on a petition of Milanon (? Mr. W. H. T. Manning), and that no costs be allowed to any but the two petitioners, Messrs. Brandon and Manning, and the provisional liquidator.

LONDON, 18TH SEPTEMBER.

Mr. Brice has been appointed sole liquidator of the Albert Life Assurance Company, Mr. Kirby having resigned. Mr. Knox has granted a summons against Mr. Kirby and director (? the directors) for conspiracy.

[The above message was much mutilated, an immediate repetition has been called for.]

THE LATE ALBERT MANAGER'S WILL.

THE *Illustrated News* states that the will of George Goldsmith Kirby, late manager of the Albert Life Assurance Company, who died in April, last year, was proved in the principal registry, on May 6, 1868, under £40,000 personalty. The bulk of the property is left to his widow.

PASSENGERS BY THE HOMEWARD MAIL.

THE P. & O. Co.'s steamer Bengal, Captain G. N Hector, will sail to-day for Aden and Suez with the following passengers:—

For Marseilles—Mr. A. B. Fakson, C.S., Mrs. Archer and European female servant, Mr. Wigram, and Mr. C. A. Langley.

For Southampton—Ensign H. H. A. France, Lieut. Needham, Mr. Alfred Wolfe, Colonel A. H. A. Hervey, and Mr. John Webster.

WEEKLY COMMERCIAL LETTER.

(SPECIAL FOR THE "BOMBAY GAZETTE.")

LONDON, 10TH SEPTEMBER.

THE dull monotony of our holiday season in the City has been broken by a very promising specimen of a panic which "overcame us like a summer cloud" on Monday last. The ostensible cause was the bad health of the Emperor Napoleon; but such occurrences are rarely if ever a result of one single cause; and the late panic, like its predecessors, can be traced to a complication of influences, partly political and partly financial. The possible death of the French Emperor is a contingency which has of course been present to every body for the last dozen years and more, but it is one which no one has mentally realized, and now that we are brought face to face with the possibility, it unnerves us. I say "us," because, while France is the most closely interested, England certainly cannot remain indifferent. The Emperor is the best friend we have in France, and most of us think he is also the best friend which peace has in that volcanic region. He not only holds France well under curb, but his rule over France holds in check more than one other Continental Power which would feign disturb the present order of things if there were a chance of profiting by the movement. How long would Prussia refrain from picking a quarrel with Austria, if the Emperor Napoleon—just the sort of man to profit by the lesson of 1866—were out of the way, and France were distracted by internal troubles? How long could we calculate on the forbearance of Russia towards Turkey, or on the loyalty of Egypt towards its suzerain? Open up the great German and the great Eastern questions—to say nothing of the Italian—and what would be the prospect for industry and commerce? These considerations, too, lose nothing of their force from the circumstance that the political system of France is at present undergoing a thorough change, and that it is difficult to associate the idea of peaceful progress under a Parliamentary *régime* with the existing phase of sentiment, particularly if the head of the State were removed at the most critical stage of the experiment. There are also financial causes at work sufficient of themselves to bring about a panic. During the comparative stagnation of legitimate trade, within the last three years, capital has largely sought more dangerous sources of employment; industrial operations have been starved, and what should have fostered them has been squandered on the Bourse. All Europe has over-speculated, and we must pay the inevitable penalty. I speak here mainly of the Continental seats of business—Paris, Vienna, and Frankfort especially. At Vienna in particular the gambling has taken the shape of joint-stock schemes which have been frightfully over-done; at Frankfort an enormous speculation in shares and bonds—mainly American—was the form the mania assumed. Last week, when the fever had reached an alarming height, the bank, in Vienna took the alarm and raised the rate of discount; stringency and a contraction of advances followed, then the sale of pledged securities, and then came the tumble. Simultaneously came the announcement of the Emperor's serious illness, and what had been merely agitation then deepened into panic. The trouble began before the despatch of my last letter, and on Saturday there was a sudden access of terror at Paris. Rentes fell all day, then at night in the Boulevards, and then again on Sunday, so that when business was resumed on Monday, a fall of about 2 per cent had occurred. For some hours matters got worse as the despatches circulating between the various capitals reporting a fall at each stimulated fresh apprehensions, and the alarm at one place was heightened by exaggerated statements of what went on at all the others. Of course the London Stock Exchange did not remain unaffected. On Monday, Italian Fives fell about 3 per cent., United States Bonds and Turkish Fives nearly 2 each, and all the others in proportion. Colonial and Indian securities alone were scarcely moved in the least. On Tuesday we all calmed down a little, and better accounts from the Paris Bourse had a favourable effect. But things are still extremely sensitive, and there is no probability of a lengthened change for the better until the causes have been removed. One of these—the over-inflation at Vienna, Constantinople, and Frankfort—will soon wear itself out in the natural way, and do none of us in England much harm; the other is not so pleasant a subject to contemplate.

There is a large amount of mystery kept up relative to the Emperor's illness. I have the pleasure of numbering among my acquaintance a very eminent West-end surgeon, who had the honour of operating a few years back on a distinguished European monarch, since deceased, and who in his own particular walk is *facile princeps*. Not very long ago I said jocularly to this surgeon that he would be the next summoned to the Emperor's bedside. Sir —— replied that he should hardly be surprised if he were, but that from what he knew of the Emperor's illness he thought his advice would be unnecessary. I interpreted the turn he gave to his expressions to imply that the illness was of a nature which no skill would completely remove—that, in short, it was incurable. One of the reports which first of all affected our Stock Exchange this day fortnight was to the effect that this very surgeon was telegraphed for. I knew that he was from home—he was, in fact, at Carlsbad, and therefore did not send to his house to make enquiries; but the following morning I saw his secretary, who told me he had been deluged with communications from the Stock Exchange the night before. There was no truth in the report. It was only a shrewd guess at the probable. But remembering what Sir —— said to me, I shall be prepared, if he is called in, to anticipate the worst. We have always been told the Emperor's complaint is diabetes, and the Court Newsmen speak of his rheumatic attacks. The Stock Exchange story is that the real illness is strangury, a complaint which would explain his fainting fits and excessive pain at intervals. I have no doubt that long-standing disease of the kidneys was the primary complaint, and that strangury has supervened since

The Empress Eugenie and the Prince Imperial have returned from Corsica, and whether they will make out their trip to the Suez Canal depends solely on the Emperor's health. Their absence would be a sad disappointment to M. de Lesseps, but he is equal to either fortune, and will in any case doubtless bear himself as becomes a man who carries two continents on his shoulders. I observe in the number of his journal for the 1st of this month a long article devoted to the discussion of a leader which had appeared in the *Daily Telegraph* a fortnight back. According to *L'Isthme de Suez*, which is the name of this journal, the *Telegraph* is one of the most important organs of public opinion in England, and has an influence not inferior to that of the *Times*. In reply to the remarks in the *Telegraph* on the doubt which was entertained as to the canal being capacious enough by the 17th November to admit vessels of large tonnage, the writer in the French journal, M. Ernest Desplaces, asserts most positively that by the date named the canal will have both a width and depth amply sufficient for the largest vessels. He also answers the objections which had been raised on the ground of a sanding up of Port Said, and of the injury to the canal banks by the constant rush of water, should a steady stream of traffic pass through. His assertions are certainly positive enough on all these points, and as the date fixed is very close at hand we must give him credit for perfect sincerity in expressing an opinion. But, after all, an opinion is not worth much on such a point; experience alone will prove which side is justified in its belief. On the question of probable traffic the company seems to have no apprehensions whatever. The managers confidently anticipate that about six million tons of shipping annually will pass through the canal. The *Economist* of last Saturday, in an elaborate examination of this point, on the basis of known traffic between Europe and India and Australia, came to the conclusion that a million tons in the first year and two millions in the second would probably be the maximum. One has only indeed to look at its own published statements to see how likely the company is to be bitterly disappointed in its estimates. The journal which I have just mentioned quotes intelligence from various quarters to show what preparations are going on all over the world to utilise the canal. Mr. H. Fernie, managing director of the "Merchants' Trading Company (Limited)," writes to the president from Liverpool, stating that his company is preparing a fleet of steamers to run between that port and Bombay through the canal, and asking on what terms they could be permitted to station a floating coal depot at Port Said. The discussion in the Chamber of Commerce at Trieste, alluded to in my last, is also given at length as a specimen of the resolution in Austria to profit by the new opening to the East! Not only, it appears, is the Austrian Lloyds anxious to commence a line of steamers between Trieste and Bombay, should they obtain a subvention, but some of the Triestini desire to found a company, with an "immense capital," for the purpose of entering into the Indian trade. Mr. Solomon de Parente proposed the appointment of a commission to study the best means of creating such an "Indian Company" with a capital corresponding to the magnitude of its aim. The motion, however, was laid on the table for the present, and I think, looking to the financial collapse now in progress in Austria, it is not very likely that such a motion will be taken off the table for some time at least. The Austrian Lloyds advertise in the *Osservatore Triestino* that they will despatch a steamer with passengers at a fixed charge to witness the opening of the canal. The vessel, the "America," will go through the canal to Suez, then return to Alexandria, and, giving the passengers three days to see Cairo, &c., will then start for Trieste. It will touch at Corfu going and returning. The fare for each passenger will be 360 florins, or 882 francs, and the number of passengers will be limited to 75.

Italy, too, is going to do something. The *Isthme de Suez* announces that F. and V. Florio and Co., of Palermo, are going to send one of their best steamers from Genoa to Port Said. But it is, on the whole, from the United States that most seems to be expected. A company has been there projected with a capital of 20 millions of dollars, under the title of the "Mediterranean and Oriental Steam Navigation Company," to establish, first, a monthly, and later on a weekly communication between America, the Mediterranean, and the Canal, and to correspond with existing lines of steamers to the East. Should the attempt succeed, the line will be prolonged so as to correspond with the Pacific steamers that connect Hongkong, Yokohama, and San Francisco. General Hiram Wallbridge is the president of the new company, one of the principal aims of which is further stated to be the conveyance of emigrants from the Mediterranean countries to the Southern States. I suspect this last will turn out to be the principal object, for I see the co-operation of the Chambers of Commerce of New York and Norfolk is boasted of, and your readers may recollect that in the summary I gave a few weeks ago on the address delivered by Mr. Morehead at Liverpool, direct communication between Norfolk and Europe was one of the points specially dwelt upon. Still, there is no saying to what all these efforts may lead, if the canal should prove even a moderate success. I should add that representatives of the American company are to be present at the opening of the canal.

Invitations have been sent by Mr. J

Captain Cole, Superintendent of Coorg, gives the following narrative :—

On Monday morning at about a quarter past one we experienced a severe shock and found the vessel had, whilstgoing at nearly full steam, and with nearly all her sail set—at eleven miles an hour—gone on the reef in front of the island of Shadwan. The shock was accompanied by the grating sound of the keel going over the coral, and we found the bows of the vessel high and almost dry, right on the reef in the midst of the breakers, with the stern hanging over in deep water. We had just about an hour before passed the light-house of Usbruffi, which was in sight at the time. An attempt was made to back the steamer off at once, but that failed. The night was calm and clear, the breakers at both sides of the vessel distinctly visible the whole length of the reef, and the high lands of the island of Shadwan, looming in the distance, also visible beyond the reef. Next day was a fine calm day, the sea almost like a mill pond, but unfortunately no attempts were made to land the mails, passengers, baggage, nor the specie, as the captain was under the impression that either the Sumatra from Bombay or the Neera from Suez would pass the reef, right in the entrance to the Gulf of Suez. Operations were commenced in the morning to lighten the ship by throwing the cargo overboard. Towards afternoon we got the alarming intelligence through the pumps that the first three compartments of the vessel were full of water and the water on a level with the sea outside. That night the wind freshened and set in rather high—nothing like a gale or anything of that sort, but a high wind and heavy swell rose. About midnight the water had reached the engine compartments and put the engine fires out. About 2 A.M, the water began to rise in the saloon compartment, and we were sent down to get all our luggage out of the saloon cabins, and were ordered to take it and remain on the forecastle. On Monday evening the captain assembled all the passengers together, about five or half-past five o'clock, and thanked us for the calm energetic way in which we had helped himself and officers in all the working of the ship, and asked us to form a committee to whom he proposed showing the actual state of the vessel, and stating his opinion as to the advisability of remaining another night on board. A committee was formed, to whom the captain showed the position of the vessel, as he supposed it to be, and declared that he thought it more advisable to pass another night on board than to go ashore on a barren unknown island. The committee stated this to the passengers, who made up their minds to pass another night on the wreck—as for myself I had determined to keep by the mails and had told the captain so, as I was anxious to get on to India. Next morning, about eight o'clock, when I went into the saloon to get something off the table for the ladies, I found a great leak in the afterpart of the saloon near the ports and a large volume of water pouring in; by half-past ten the saloon was full of water, and by eleven the waves were dashing right over the stern and up the quarter deck to the funnel. During that morning the captain had lowered all the yards of the mainmast and thrown them and a great portion of the cargo overboard, and had let go the sheet anchor, and thought that he could hold on to the reef by the anchors that were out. The foresails, foretopsails and jib were also set so as to cause the wind to keep the wreck on the reef—the very reef we had tried so hard to get off the day before. About five minutes after eleven the captain and chief officer came to the bows and looked over at the anchors, and seemed to think they were holding, but the captain immediately gave the order to the chief officer for all to take to the boats. The order was given, and we fell in, each with his bag or portmanteau in his hand. Mrs. Stewart and her child, and the stewardess, were put into the boats, and two or three gentlemen also got in. The only other lady on board was Miss Cameron, who, like the rest of us, was unaware of the imminent danger we were in, and was standing eight or ten paces from the gangway. When I was about to pass down I looked round, and seeing Miss Cameron, called out, "for God's sake pass on," put out my right hand and passed her to the left to the officer at the gangway, and she almost dropped into the boat,—when with a loud crash the vessel broke in halves, and in an instant, with fearful rapidity, fell over to the portside, having before been lying at an angle on her afterport side. All those who were able jumped, or fell over towards the boats and were picked up, or swam ashore. About thirty of us fell backwards to the portside and fell over, with the whole of the loose baggage, boxes, trunks, portmanteaux, sheep-pens, hen-coops, and other things over our heads, and were sucked down, by the vortex caused by the sinking of the afterpart of the vessel, some sixty or ninety feet. We were sucked down with this luggage and baggage about our heads, and that occasioned considerable difficulty in rising again, from the weight of the boxes around and over us. For myself I held my breath as long as I could till at last my head rolled on my shoulder and I felt myself rising, and up we came among the boxes, Manchester bales, sheep, hen-coops, tables and chairs, all round about us. After a good deal of struggling through an awful scene, when doubtless many of our fellow-passengers were lost, the survivors managed to get hold by the rigging on the foremast and get up the foretop-gallantmast, and there we sat for about two hours under a burning hot sun, most of us without helmets. After we had been there for about two hours, two boats, one commanded by Captain Jones, and another by his chief officer, came and picked us off from the rigging and landed us on the coral reef, which was then about two feet under water,—the reef being just washed over at low tide, but four feet under water at high tide. We then dragged the boats across the reef to the deep water lying between it and the island of Shadwan and rowed off to the island, which we found also surrounded by a coral reef, so that we had to row up and down the whole length before we could get a decent place to force our passage over the reef. On landing we collected the provisions together and put a guard over them, and found we had a sufficient supply for about three days—the boats having been barely provisioned before the breaking up of the vessel. The water casks, too, had not bungs, so that the most of them had lost about a third of their contents and even the remainder was brackish, as the salt water had got in. Then we collected the Manchester bales, shirtings and stuffs, for a bonfire in case a steamer came in sight, helping ourselves to puggrees, cumberbunds, and sheetings for the night, and an awning for the two ladies. We sent off the chief officer, Major Champain, and a picked crew of Europeans to lie off the island in the course of vessels entering the Gulf, and gave them the only one rocket we had, and a half of the only box of matches amongst us. They had barely got across the surf when the man on the look-out on the cliff above came rushing down to say that a steamer's lights were visible, and shortly afterwards we had the great delight to see the lights of a steamer rounding the corner of the island. We immediately set fire to the bales of Manchester shirtings, got hold of long stripes, held these up on the boats' oars, and set them all in blazes. The vessel saw the lights and stopped at once, and soon afterwards our boat sent up the rocket, on which, to our great delight, we observed both the port and starboard lights of the steamer showing she was bearing straight down for us. It turned out to be the Sumatra, and the chief officer's boat at once came off. We gave three tremendous cheers when we saw the boats nearing the surf. Most of the passengers were aboard the Sumatra by half-past eleven, and we received every care and attention from Captain White and his officers, from Lord Napier of Magdala, and his secretary, Colonel Dillon, and the other passengers in the vessel, who all did their best to find us in warm and dry clothing. The Sumatra lay off the island all night, as Captain Jones and his crew were still there. The surf rose so much, and the reef was so high that there was some difficulty in getting them aboard, but ultimately all were got, a gun was fired to call in stragglers, and then we sailed for Suez.—(We should mention that Captain Cole, on getting on the topmast, managed to save the life of his servant, a native, who had been travelling with him.)

Mr. Latimer Clark, in charge of a party of electricians who have come out to lay the Persian Gulf cable, gives the following account of the wreck :—

As you already know, we sailed from Suez on the morning of the 12th. All went right till at 1-25 on Monday morning, when the passengers were awakened by the grinding of the vessel on the reef. On going on deck we saw Usheuill light-house to the northward of us, and an island, which we afterwards discovered to be Shadwan, apparently at a distance of a mile, though in reality it was nearly four miles off. It was a brilliant starlight night, and the reef was distinctly visible stretching towards Shadwan, for a distance of about half a mile, and for about 150 yards out towards the Asiatic coast right under the bows of the ship. So that had we been 200 or 300 yards further off the ship would have escaped the reef altogether. The passengers all rushed on deck, but it was soon ascertained that the ship was making no water, and that there was no immediate danger. There was then nothing for us but to wait till daylight. Under instructions from the captain the men immediately began to throw overboard bales of calico and to shift cargo from forward to the afterpart of the ship. At daylight the reef was visible above water, though the rise and fall of the tide there is only four feet. Some boats were then lowered, and the passengers expressed a unanimous wish to be put on shore. The captain, however, declined to let them leave the ship; and continued throwing overboard and shifting cargo. The vessel bumped a good deal all day as the waves struck her, she being fully exposed to the prevalent north wind. There was, however, only a light breeze blowing at the time, which freshened a little at times. The day was entirely spent in throwing overboard and shifting cargo and in putting out anchors, first with the intention of pulling the ship off the reef, and afterwards for the purpose of holding her on. About five o'clock in the evening the passengers were murmuring a good deal at not being put on shore, which might easily have been done, considering that between the reef and the island the water was calm as a lake. A great cause of complaint was that the captain had never spoken to any one, or given any one the slightest idea of his plans or intentions, or of the nature of the position we were in. This was represented to the captain, who then asked the passengers to assemble in the saloon, which they did. He recommended that a committee should be appointed by the passengers to go with him round the ship and see the precautions he had taken and the situation the vessel was in. He, however, recommended that on no account should any one leave the ship. A committee of three passengers was accordingly appointed, and they went round with the captain and first officer and saw that two anchors were put out on the reef forward to hold the ship on. It was seen that the whole of the forepart of the ship was thus supported as far as the boilers; but the engines, and the afterpart of the vessel were hanging over the reef over deep water about 30 fathoms. The vessel was thus balanced on the rock, and bumping as the waves rolled in. The fore compartment was then full of water, and water was steadily leaking into the saloon. The committee, however, agreed with the captain that as it was just getting dark it would be imprudent to leave the ship that night, as there was apparently no immediate danger, and the pumps were in order. We accordingly all retired to rest. At half-past one o'clock on Tuesday morning we were all ordered on to the forecastle, the water having gradually come into the other parts of the vessel, filled the middle compartments, and put out the fires, thus stopping the pumps. The whole of the passengers assembled on the forecastle and waited for daylight, each carrying his little bundle of valuables, ready to leave the ship for Shadwan. When daylight broke it was found that the saloon was fast filling with water, and the chairs and tables were floating about the lower end. The engine compartment was full, and the whole of the ship was filling with water in every part. The boats had been lowered, and were lying off the ship all night with two men in charge of each. Some provisions and about half an ordinary day's supply of water had been put into the boats ready for any emergency. In an emergency the water might of course have been eked out so as to serve for two days. Only one rocket, however, had been put into the boats and no bluelights or matches, or any means of obtaining fire. From daylight till 11 o'clock the hands were employed in throwing cargo overboard and taking down the yards so as to ease the ship, but no order had been given to take to the boats, and all were waiting in expectation. Up to that time the ship had been bumping and gradually settling down—settling down faster and faster as time went on. At 11 o'clock the stern began to sink below the water, and provisions were still being put into the boats, when orders were given to man the boats, and the first officer then told us to get into the boats alongside. The whole of the deck-chairs, gratings, and lumber was then floating about. Within four minutes after the order to take to the boats was given, and when only three ladies—the two lady passengers and the stewardess—(all three of whom by the way had throughout shown great courage) and a little child, with perhaps three or four other passengers, had got into a boat, the vessel suddenly and without the slightest warning broke in two with a report like a cannon. The afterpart of the ship disappeared into deep water, and the forepart slid down the reef a little, though still leaving the bulwark and part of her mast above water. As the afterpart of the ship went down the forepart was lifted clean out of the water, showing a large portion of the keel, rolled first to the starboard, then heavily to the port, dragging the boat with her, and leaving only the bulwarks and mast above. With the exception of the half dozen passengers who had got into a boat, those on board, most of whom were crowding between the midships and the forecastle with the object of getting into the boats, were engulphed in the water. The going down of the stern caused an immense cavity, and this was immediately filled up by a return wave, which coming in on the unfortunate passengers whirled them up into a mass of confusion with hundreds of packages of cargo, luggage, sheep, oxen, fowls, and every description of lumber, and it was in the struggle at this time that most of those who were drowned lost their lives. I had my shoulder blade broken, and was otherwise bruised, but I am now better. A few succeeded in clinging on to the broken wreck and the cross-trees which were above water. Many reached the reef by swimming and others by clinging to whatever would support them. When on the reef we had to stand in water up to about our middles. The boats were instantly crowded by the native lascars, and every effort was made to save those who were swimming and floating. We all reached Shadwan just as it became dark. When we reached the island it was found that there were no matches or means of making a signal fire. We knew that the Sumatra was about due on her way to Suez, and great anxiety was expressed lest she should pass without seeing us, when fortunately it was found that one of the passengers had saved a few dry matches, and by opening out some bales of cotton goods which had been washed ashore a number of fires were lighted along the shore. Just before we succeeded in lighting fires we had described the Sumatra steaming up in the distance. We sent off a boat with the one rocket we had. This rocket was fired, and that and the fires attracted the attention of those on board the Sumatra. The boat having boarded the Sumatra, Captain White was informed of our position, when he immediately sent off boats to our assistance. Some of us were taken off the island that night and the remainder on the following morning, when we all started for Suez. The passengers of course saved nothing but the clothes they had on at the time.

Mr. Morton gives the following narrative :—

We left Suez on board the P. & O. Co.'s s. s. Carnatic at about a quarter past ten in the morning of Sunday the 12th September, and everything went favourably until about a quarter past one on the morning of the 13th, when the steamer struck off Shadwan. At once everything was in confusion,—the passengers rushing to and fro, some getting their money, some dressing, and some able to do nothing. For myself I was lying on the companion, and the shock precipitated me right up into a sitting posture, and when I jumped on my feet I could see the reef on the afterport side, and the bow of the vessel high up in the air. The ship was thumping very hard. Directly that the passengers and officers realized their position they began to shift the cargo from the forepart of the vessel and slide it aft, hoping to let the bow float. All hands were kept shifting the cargo along towards the forepart of the ship, and the engines were reversed and kept at full speed, but after removing about 400 bales of Manchester goods we found that the tide was leaving the vessel and that it was utterly useless for us to make any further attempt till the tide should again rise. The boats were meantime got alongside, and the officers manned them and got warps and guy cables with them and tried to run these out off the port quarter to windward so as to keep the vessel from tailing in on the reef, but owing to the heavy surf and the strong wind blowing at the time six attempts that they made were all unsuccessful. Two boats were then fastened together, one with the anchor and the other with the warp, and the chief officer called for some volunteers to go in a boat with him and tow out the anchor. The first time the attempt was made it was so far successful, but unfortunately the warp snapped; the second attempt, made at about 2 30, failed. The passengers who were not employed during this time had gone below and snatched a hasty meal, behaving generally with great coolness. Some of them were anxious to get on shore to the island with provisions, the mails and baggage, and they spoke of that desire in the presence of the officers. After dinner the captain requested that the passengers should meet him in the saloon, and on their complying with this request he asked them to appoint a committee which should go round the vessel with him and see how matters stood, and decide whether in their opinion it would be better to land on the island or remain by the ship until assistance came. Such assistance was hourly expected either from the P. & O. Co.'s s.s. Sumatra on her passage to Suez or from the B. & B. S. N. Co.'s s.s. Neera from Suez. A French steamer had started about half an hour before us from Suez, but at sunset it was seen hull down. Perhaps at this stage I may mention a curious circumstance which attracted a good deal of attention amongst some of the passengers, that is the illness of Mr. Warren, who was on his way to join the Public Works Department. On the way from Suez he had told us of a peculiar dream he had at Alexandria that the ship should be wrecked on a coral reef in the Red Sea; and as his father had died and was buried in these waters he was much affected. The result was that on the vessel getting in danger he wrought very hard, he was exposed to the sun in the morning, then at night he was at work, and latterly he was completely knocked up of feverish excitement. His name unfortunately appears in the list of the drowned. To resume, a committee was named, comprising Major Champain, R. E., Major Pearse and Mr. Latimer Clark—the latter of whom had been stationed on the island for about three months some couple of years ago and was acquainted with the locality and told us it was totally barren, had no water, and was covered with snakes. After inspecting the vessel the committee came aft and decided that it would be better to defer going on shore till the first thing in the morning, as the boats were not provisioned, and it was too late in the day to attempt landing through the surf. At midnight the engines stopped owing to the water getting in at the stokehole, but in about half an hour they started again and kept going till between 1 and 2, when they finally stopped. At 2 the captain sent word that all the passengers with their baggage should be sent on to the fore-deck, and they immediately went there and remained till daylight. In the morning we occupied ourselves by lowering the yards off the mainmast, putting cables round the vessel, and then letting an anchor drop forward to prevent the ship from slipping backwards. Meanwhile the water had gained so rapidly on the vessel that all the compartments were filled and the water was rushing in torrents through the cabin skylight and forward to the engine-room. The stewards were employed handing provisions into the boats and with several others. I assisted in shifting a gun to be used as a signal gun in case of a vessel heaving in sight. Suddenly the vessel began to tremble, she gave three lurches, and then went rapidly over on the port side. I went down under water, and saw nothing for some time; but I managed to dive and strike out so as to avoid the baggage. In a short time I came up under the foretop and got hold of a rope, when I was caught round the neck by one of the Seedee boys. Not being able to cast him off and being afraid to let go the rope I pulled myself up on the yard and he let me go immediately. The ship was lying right over on her side, the only portion visible being the foremast from the foretop and a small portion of the awning on the fore deck. I got down on the foremast and pulled up into the rigging one gentleman and his servant, then another gentleman, and a third, whose head was in a mess with blood, and who was complaining of his chest being bruised. I then got a small rope from a sail and went on the foretop-gallant mast and fixed the rope so as to be ready to pitch an end to anybody that came near. Then I got a view of the reef with all the survivors struggling about endeavouring to revive those who were injured. The captain and a number of the passengers and crew were endeavouring to launch the boats, which were broadside on, out of the surf in order to come off to our assistance. Fortunately they succeeded and picked a number from the forecastle awning. The captain then landed some of his volunteers and again came out with a crew of Chinamen and one or two Europeans, and took about six of us. On the next trip the second officer took command of the boat and picked up some more of the passengers. Four of the officers jumped out of the boat and swam to the rigging and assisted us who were in it to release ourselves and get into the boats. All the survivors having been taken off the mast, the boats went round the reef and came up again to windward. The island lies about 4½ miles from the reef, and so the chief officer lent all the assistance he could to get the other boats with the survivors across to the deep water on the other side and thence we made for the island, we in his boat reaching it at about half-past seven. Having landed all the passengers and crew we pulled the boats up through the surf, arranged the provisions in a camp, set a guard over the water and provisions. We then looked after the wants of the ladies, who were in a most pitiful state after the sufferings they had courageously endured. A crew was arranged, consisting of the chief officer, two of the passengers, and three Chinamen to lie off all night in the pinnace and wait the arrival of the Sumatra, which was hourly expected to pass. In case of not meeting with her it was agreed we should proceed to the light-house and get what water we could, as we had only a supply of about two pints per head. Fortunately just as we were shoving out the pinnace, the look-out on the point reported a vessel in sight, and we immediately launched the boat, taking with us the only rocket we had remaining, and made sail for the ship. When we got a little from the shore we saw on looking behind us that the people on the reef had made an immense bonfire of the Manchester cotton goods. That immediately attracted attention on board the ship, and her course was altered slightly in for the light. We continued our sailing towards her for about half a mile and then we successfully threw off our rocket, which had the effect of arresting further attention and causing them to alter the course of the ship right in for the bonfire. The vessel was the Sumatra, and she at once lowered two of her boats, and in company with the Carnatic's pinnace they made for the island, leaving the two passengers on board, where they were very kindly received. The surf had risen so high on the shore that all the boats could not reach the island, but the surviving passengers were all brought aboard the Sumatra that night, except one or two, who remained with the captain and crew till morning. In the morning all were got aboard and we received every kindness at the hands of the passengers, captain and crew of the Sumatra, prominent among whom was Lord Napier of Magdala. We reached Suez safely, and the passengers there received every consideration from the P. and O. Company, and left with the Sumatra on her passage to Bombay.

Another passenger says—The Carnatic struck on the reef near Shadwan on Sunday the 13th September at 1-30 A.M. We tried to get her off by means of throwing out anchors and hauling on them and reversing the screw, but were unsuccessful. We remained all day on board, and slept on board next night, but the people were turned out of their cabins at about 2 in the morning—I don't know if by an official order or because of a report spreading that the engine fires had had to be drawn owing to water in the hold. On the 14th the ship gradually sank towards the stern. At 11 A.M. she went smash, breaking amidships, and all that remained above water was the foretopgallantmast. The ladies had just been bundled into a boat when she parted. I have not the slightest idea what happened after that; the first I knew was that I had got into the rigging, and the ladies having been landed on the reef, the boats came to take us off the rigging, and when we got to the island, some five miles off, and a roll was called, about 15 Europeans and an equal number of Asiatics were found to be lost. Some bales were got and we succeeded in lighting them and so stopped the steamer on her passage to Suez. A boat with the chief officer and the passengers had gone off previously in hopes of stopping this steamer and bringing her to us by letting off the only rocket which was to be had. All the surviving passengers were taken off that night. Only one bag with 700 letters out of some 22,000 was saved.

AN ACCOUNT OF THE WRECK FROM EGYPT.—ANOTHER P. & O. STEAMER AGROUND.

(FROM OUR OWN CORRESPONDENT.)

ALEXANDRIA, 17TH SEPT.

Before this reaches Bombay the telegraph will have informed you of the total loss of the P. and O. steamer Carnatic on the night of 12th September, an I I can now do very little more than give you such details as have reached Alexandria up to the present. It is stated that the unfortunate ship struck on a rock *above the water* while going at a speed of ten and a half knots an hour. The rock she struck upon is close to the Island of Shadwan, which, as you no doubt know, is at the entrance of the Gulf of Suez, about midway from both shores. Going at such a high rate of speed—which was above the contract rate—she ran her forepart completely on the rock—so completely indeed as to have afterwards caused the total loss which afterwards occurred. As soon as the first shock of the collision was over the captain gave orders to have the mails, baggage, cargo, &c., taken from the afterpart of the ship and placed in the forepart so as to lighten her by the stern. This transferring of the cargo, &c., went on for about thirty hours when all of a sudden the ship parted in the middle, the afterpart sinking at once and the forepart almost immediately after rolling over into the sea. At the time this occurred there was one of the ship's boats—the only one that had been lowered—in the water astern of the steamer and attached by a rope. Some few people were in this boat, and Major Champain—who seems to have had an amount of presence of mind which does him infinite credit—cut the rope which attached it to the ship, and thereby not only prevented the boat and its contents being engulphed, but provided the only means of escape for the unfortunate people who were struggling in the water. As far as is known at present the number of Europeans lost amounts to about fifteen, and when the numerous crew of a P. & O. boat is taken into account it is evident that Major Champain's promptitude has been the means of saving the lives of a large number of his fellow creatures. When the survivors were assembled on the island the first thought was of the homeward steamer from Bombay due at Suez a day or two ago. A man was sent to look out for her, who shortly afterwards came back and reported her in sight. It is said that the captain, whose conduct is stated to have been incomprehensible—I merely give the opinions expressed here—refused to believe this man, but that some of the passengers persisted in going out in what, with justness and for brevity's sake, I may call Major Champain's boat. It was fortunate this resolve was taken and acted upon, for there was but one rocket left from the wreck, and had this been sent off from the island and failed to attract the notice of those on board the Sumatra, worse consequences might have happened. As it was the boat and her gallant little party went out and waited till the ship was sufficiently near them, when their sole rocket was sent off and fortunately attracted the notice of those on board the approaching vessel. The survivors were brought to Suez by the Sumatra.

Some estimate the loss to the Company in this matter at a quarter of a million sterling; but presuming the ship to have been worth £100,000, I can't for the moment see the correctness of the estimate. The amount of specie on board is spoken of as about £60,000—some put it as high as £100,000. The loss of the ship falls on the Company of course, as they insure their own vessels, but it seems to me the specie ought all to be recovered by the divers.

A serious shipwreck at the beginning of one week and a very near approach to one towards the close of the previous week will not increase the market value of the P. & O. Co.'s shares, which even before these disasters were at discount. I think the last quotations of their £50 shares were £45. They must at the present moment be not much over £40. Hurried as I am I must try and give you an outline of the last week's disaster.

The Pera from Marseilles arrived off the harbour of Alexandria early on the morning of the 11th, and as usual with the P. & O steamers arriving close to Alexandria in the night, she began to beat about till towards daylight. At about 4-40 A.M. she struck on a sand-bank at the entrance of the harbour and all efforts to back off were quite unavailing. The engines were put at full speed and all exertions were made to get her over the bank, which resulted in a partial success; in other words, the Pera made some way over the sandbank on which she had struck. The arrival of Captain Pinney—formerly an officer of the P. and O. Co. at this port—in a tug soon changed the aspect of affairs, for the efforts of the tug and of the Pera combined succeeded in getting the distressed vessel over the sand-bank in a little more than three hours after she had first struck. There was a very heavy sea on at the time, and the first shock as well as the pumpings of the Pera afterwards on the bank created great confusion and alarm on board. The boats were got ready and all measures taken for the safety of the passengers provided things had taken an unfavourable turn. The greatest shock of all was when the Pera made her final plunge off the sand-bank into deep water, and sailors and others on deck at the time rushed below thinking that all the masts and rigging were coming down. The ship was in charge of Captain Jamieson at the time, and it is now said the lead was not kept going although the ship was so close to port. The pilot in such cases does not take charge till daylight, and then merely to take the ship into harbour. The Pera was examined by divers and left the following day for Southampton, from which circumstance it may be inferred not much damage had been done.

Further accounts just received, with reference to the Carnatic, show what an extremely fortunate escape the survivors had on the island of Shadwan There were, I am told, no provisions saved from the wreck, and the water which had been saved was so damaged by the sea as to have been undrinkable. Those lost are Captain Pope; Mr. Pedding, P. and O. Co's service; Ensign Barrett; Thompson, surgeon P. and O. Co.; Ensign Cuppage; Gardiner, purser; McKintosh, clerk; chief engineer, and two boiler-makers.

Colonel Stanton, H. M. Agent and Consul General, arrived here to-day. The Khedive having written to him privately and asked his immediate return as a favour, Col. Stanton is on excellent terms with the Khedive, and it is considered his presence at this critical juncture will help materially to arrange the difficulties with the Porte—which difficulties, by the way, are at the present moment anything but settled, notwithstanding what telegrams and English newspapers may say.

Captain Burton, the great traveller, was here a few days and has gone hence to visit the Suez Canal. He returns here in a few days and then goes to take up his post of English Consul at Damascus.

Lord Napier of Magdala is here.

ENGLISH PAPERS TO SEPT. 11.

[VIA BRINDISI.]

MILITARY NEWS.

(*Army and Navy Gazette*, Sept. 11.)

By the death of General the Hon. Sir Charles Gore the following promotions will take place—viz., Lieutenant-General H. E. Porter to be general; Major-General John Longfield, C.B., colonel of the 29th Foot, to be lieutenant-general; Colonel T. Tapp, C.B., 103rd Bombay Fusiliers, to be major-general; Major Sir John Cowell, K.C.B., Royal Engineers, and of her Majesty's Household, to be lieutenant-colonel; and Captain R. D. Astley, 49th Foot, Chief Inspector of Musketry in Bombay Presidency, to be major in the Army.

Major-General F. W. Hamilton, C.B., now stands second for promotion to the rank of lieutenant-general, on attaining which he will vacate the command of the Brigade of Guards.

Major the Hon. J. C. Dormer, late of the 13th Light Infantry, will succeed Lieutenant-Colonel Vacher, 22nd Regiment, as Deputy-Assistant Quartermaster-General at the Horse Guards on the 1st of October.

We hear that Captain Gough, of the Queen's Bays, will succeed to the majority of the cavalry depot vacant by the appointment of Major Swindley to the 15th Hussars. Captain Gough has good claims on the score of long and distinguished service, and his appointment will save the junior captain (Vandeleur) of the Bays from being placed on half-pay on the return of the regiment from India.

The Lieutenant-Governorship of Chelsea Hospital is again vacant by the death of General Sir Charles Gore. In the absence of H.R.H. the Field Marshal Commanding-in-Chief, no step has been taken to fill the appointment, but it is not improbable that General Sir William Codrington may have the offer.

A divisional command in the Bombay Presidency is vacant by the return home of Major-General Adams in bad health. We believe it is not unlikely it will be filled by Colonel John Adye, of the Royal Artillery.

The colonelcy of the 6th Foot is vacant by the death of General Sir Charles Gore. It is very likely that Lieutenant-General Sir John Michel, now colonel of the 86th, may desire to be again associated with the corps which he so long commanded, in which case it is to be supposed that the 86th Regiment will be given to Major-General Robe, who is next on the list, and who, after a military career of fifty-two years, much of which was spent abroad, may, at least, look to have his reward in his turn.

CRICKET MATCH.

A match is being played to-day between the All England Eleven and the Twenty-two of Lichfield and district. The latter obtained 49 runs in the first innings.

DEATH OF ADMIRAL SIR R. L. BAYNES.

The death was announced, on Sept. 10, of Admiral Sir Robert Lambert Baynes, K.C.B. He was born in 1796, entered the navy in 1810, became captain in 1828, and subsequently became vice-admiral and admiral. At the battle of Navarino, in 1827, he greatly distinguished himself. He was made K.C.B. in 1860, and was a knight of the Order of the Redeemer of Greece. Admiral Baynes was married, in 1816, to the Hon. Frances Denman, daughter of the first Baron Denman.

THE COLLIERY CATASTROPHE IN AMERICA.

Another cable telegram states that yesterday, after much hard work, the explorers in the coal mine at Plymouth, in Pennsylvania, penetrated the inner chamber and found that every collier in the workings had perished. The bodies were brought to the surface, when it was found they numbered 202. Several persons were overcome by the carbonic acid gas during the explorations, but all of them were resuscitated. The scene was most painful at the colliery, where the weeping relatives of the dead had assembled. All work is stopped in that part of the coal region in which the mine lies. The dead were placed in one chamber. The bodies were not burnt, and were easily recognisable. All had evidently died from suffocation.

THE VACCINATION QUESTION.

(*Globe*, Sept. 10.)

A poor woman, the mother of six children, waited upon Mr. Vaughan at Bowstreet to-day, to request his advice. A short time ago she took her youngest child to the surgery of Dr. Bennett, the public vaccinator of the district. It was then in a healthy condition, and it was only under the threat of a prosecution that she was induced to go. The child was vaccinated by the assistant to Dr. Bennett, and it had since became literally covered with sores. The child in question was produced in court, and certainly presented a frightful aspect—the face, body, and limbs of the poor little girl (which appeared to be about six months old) being spotted with sores. Another medical man to whom the mother had taken the child was of opinion that the child had been poisoned by the vaccine matter. Mr. Vaughan directed that Dr. Bennett should be sent for, and a proper inquiry instituted as to the actual cause of the sad condition of the child.

THE ALBERT ASSURANCE COMPANY.

There were several summonses made returnable before Mr. Bloxam, the chief clerk of Vice-Chancellor James, to-day. Mr. Musgrave (Lewis and Manus) appeared for the provisional liquidators, Mr. Price and Mr. Kirby; Messrs. Brandon for the policy-holders; Messrs. Merriman for several parties; and Messrs. Ashurst for the company. The first summons was for leave to Mr. Kirby to retire from his office of liquidator; another summons was for leave to be granted to the policy-holders to inspect the books and papers. The case appeared to create much interest, but from the numerous applications cannot be reached for some time.

The Dudley correspondent of the *Birmingham Post* writes—"There is a strong feeling in Dudley upon the collapse of the Albert Assurance Company. A section of the public desire that a public meeting should be at once called, and Mr. Sheridan requested to resign. Another section think that Mr. Sheridan should be heard before any action is taken, and a third section are willing to wait until matters are further developed. There are a number of leading men in Dudley and district who have paid for many years into the society, and their influence will certainly be felt. It was stated last night, but upon uncertain authority, that the member had been communicated with, and that he would attend any meeting which the town may call, to consider his share in the transaction of the company."

In the Political Economy Congress, held at Mayence on the 1st Sept. the failure of the Albert Life Assurance Company gave rise to a lively debate on the nature and limits of the credit to be accorded to such societies, and under what restrictions and control they ought to be placed. Some of the speakers maintained that the directors should be made responsible for the entire debts of the company, but on this important question there was a difference of opinion. The congress adjourned till next year, after adopting a resolution of Schulze-Delitzsch to the effect that the approbation of the Government should not be necessary for the formation of a joint-stock company, because the State is not competent to settle satisfactorily either the question of its opportuneness or that of the confidence to be reposed in it, matters which should be left solely to the intelligence of the public and the increasing knowledge of political economy.—*Globe*, Sept. 10.

THE DEFENCE OF THE ABYSSINIAN ESTIMATES.

(*Pall Mall Budget.*)

The Report of the Select Committee on the Abyssinian war does not furnish all the evidence which is required to form a fair conclusion upon its subject matter. There is one part of the case, however, which was complete on the first day that the Committee sat. Sir Stafford Northcote's examination gives us the defence of the late Government against the charge of having understated, wilfully or carelessly, the cost of the expedition. If we cannot say why the expenses were so much greater than it was estimated they would be, we are already in a position to say why they were estimated at so much less than it turned out they were. Stated shortly, the reason seems to be this. The calculations of the Government were made without information in the first instance, and they were not corrected afterwards. In December, 1867, the cost of landing the army in Abyssinia was put at £2,000,000, but Mr. Disraeli added that a further sum of £1,500,000, would be required to carry on the war to the end of April When Parliament met again in February there was a very general belief abroad that these estimates were very much under the mark, and on the tenth of that month Mr. Disraeli was asked whether they were likely to be exceeded. Unfortunately, the questioner was Mr. Whalley, and this may perhaps account for the cool trifling of Mr. Disraeli's answer. "I have no reason," he said, "to believe that the estimates for the Abyssinian expedition have been exceeded." At this time Sir Stafford Northcote admits that the Government "foresaw there would be some additional expenditure," and that they would "be obliged to ask for a larger sum than the £1,500,000 which had been spoken of." His defence of his colleague is that "Mr. Disraeli did not answer the question which was put to him," but "laid emphasis upon the words that he believed the estimate had not been exceeded." A similar question was put to Mr. Hunt on the 16th of March. The Chancellor of the Exchequer objected to the practice of making such inquiries before the introduction of the Budget but, in consideration that the public mind had "been made uneasy by exaggerated statements as to the expenditure going on in Abyssinia," he vouchsafed an answer. He reminded the House that Mr. Disraeli had estimated the outlay at £3,500,000, or in certain eventualities—which did not come to pass—at £4,000,000. He then went on thus:—"From the best means of information at my disposal, I am able to state that I believe up to the time I am speaking the expenditure in Abyssinia will be covered by the lower of these two amounts." Mr. Hunt seems to have wished to copy his predecessor's finesse, and to have blundered in doing so. Mr. Disraeli had said that up to the time of speaking the estimate had not been exceeded, which was literally true. Mr. Hunt said that up to the time of speaking he believed it would not be exceeded. In that case we can only say that he was very hard to convince. He spoke on the 16th of March. A full month before Sir Stafford Northcote foresaw "there would be some additional expenditure," and early in January Sir Seymour Fitzgerald had written home saying that he expected to "see the £3,500,000 largely exceeded even for one campaign," It is fair, however, to add that Mr. Hunt seems to have been startled by his own statement, and to have made haste to qualify it under the plea of explaining his meaning. "What I stated was . . . that I believed that the whole expenditure up to the present time would be covered by the lower of the two amounts." It will be observed that the position of the words "up to the present time" alters the whole meaning of the answer. Where they first stood they implied what the speaker must have known not to be true. Where they stood in the second version they merely told the House of Commons what nobody doubted and nobody cared to know.

We have dwelt on this part of Sir Stafford Northcote's evidence because it illustrates a dangerous disposition on the part of the Executive to resent any interference on the part of the House of Commons which does not take the shape of a formal motion. We can well understand that there are questions to which it is best for the interest of the public service to decline giving an answer. But we maintain that it is always an act of gross disrespect to the House of Commons to give an evasive or misleading answer. In this case if the House had a right to demand an estimate of the cost of the war at starting, it had an equal right to know whether it was true that this estimate had proved ludicrously inadequate. Mr. Disraeli and Mr. Hunt knew that this was the case, that even the £4,000,000 was rapidly being doubled without even an end being seen to the expenditure. Yet they each not only withheld this information, but did their best to produce an impression the very contrary of the facts.

The other point which calls for notice in Sir Stafford Northcote's answers is his singular theory as to the functions of the Home Government. The first decisive step taken by the Cabinet was to send a telegram on the 14th of August to the Government of Bombay, leaving all preparatory measures to their discretion, and ending with the words, "Your requisitions will be complied with." Sir Stafford Northcote justifies the Cabinet in what he admits to be the "strong step" of giving a *carte blanche* to the Bombay Government to incur any expenditure it might think fit, by the argument that "if the expedition was to succeed it could only succeed by putting a thorough trust in the commander." To a certain extent this doctrine is no doubt true, but stretched to the point to which Sir Stafford Northcote pushes it it is nothing less than an abnegation on the part of the civil Government of the control of war expenditure, supposing that it has confidence in the commander. If this theory is to be adopted we may at all events save the cost of the War Office. In Sir Stafford Northcote's system of administration there is positively no room for it. The Cabinet in its collective capacity determines upon a war, and selects the commander. When this has been done its responsibility in the matter ends. There is nothing left to do except to honour the general's drafts. But as this function belongs to the Treasury a separate War Department is evidently superfluous. The estimates can be prepared in the field, or—what seems to come to the same thing with less trouble—the bills can be sent in afterwards. Indeed, as Sir Stafford remarks with singular naiveté, the officials were so busy getting the work done, they had no time to trouble themselves with accounts. It is a striking advantage of this practice that it enables the Cabinet to decide on questions of war and peace entirely unbiassed by any reference to cost. It is conceivable that if the object to be gained by going to war were very unimportant, and the expenses of carrying it on were very great, the Government, if they had to inquire into the latter branch of the subject, might unconsciously be influenced by economical motives. This danger is entirely removed by the plan recommended by Sir Stafford Northcote. Nothing does more to promote a generous liberality than an entire separation between the processes of ordering the goods and paying the bill. The Government seem, however, to have wanted the courage which is required for consistent adherence to a novel theory. They stuck to it to the extent of shifting the responsibility from their own shoulders, but they did not go the full length of transferring it to Sir Robert Napier's. The *carte blanche* was not given to the commander of the expedition, without "thorough trust" in whom success was impossible, but to the Governor in Council at Bombay. He "might have refused, and, in fact," Sir Stafford Northcote believes, "did refuse, certain things which Sir Robert Napier required, and he had full authority to refuse them." What the Home Government did, therefore, was to abdicate in favour of the Bombay Government. Even this, however, was not the worst. It may be difficult to conceive the utility of Ministers whose only thought when anything important happens is how to shirk the labour and responsibility thus devolving upon them. Still, as long as the work is proper

BOMBAY LEGISLATIVE COUNCIL.

THE COTTON FRAUDS BILL.

An adjourned meeting of the Council of His Excellency the Governor of Bombay for making laws and regulations was held at Poona, on Monday, when Bill No. IV. of 1869—a Bill for the prevention of adulteration of cotton, and the better suppression of frauds in the cotton trade in the Presidency of Bombay,—was considered in detail.

There were present:—The Right Hon'ble Sir W. R. S. V. Fitzgerald, K.C.S.I., Governor of Bombay, presiding; His Excellency Sir A. Spencer, K.C.B.; the Hon'ble S. Mansfield, C.S.I.; the Hon'ble H. P. St. G. Tucker; the Hon'ble the Advocate General; the Hon'ble Colonel W. F. Marriott, C.S.I.; the Hon'ble Munguldass Nuthoobhoy; the Hon'ble A. H. Campbell; the Hon'ble Byramjee Jejeebhoy; the Hon'ble Venayekrao Appasaheb of Koorundwar; and the Hon'ble A. F. Bellasis.

The Hon'ble Mr. CAMPBELL the premable and the first section of the Bill having been read a second time, said that the Hon'ble the Advocate General had stated that he (Mr. Campbell) had at one time opposed the bill. He certainly had done so, but that was because he thought the existing bill, with some alterations, might have been made efficacious. With regard to the amendments generally he might be permitted to say, that in considering the details of the bill in committee, there had been one or two sections struck out, notably sections 8 and 9. The committee had forgotten or overlooked that they were affecting the power of the bill with reference to the pressing of cotton elsewhere than in Bombay, and what he (the Hon'ble Mr. Campbell) had most in view at the time were, the objections to these clauses, and full-pressing in Bombay, forgetting that they applied to all pressing up-country. After that committee had set and given its report he looked more closely into the whole question and came to see how the Act was impaired in efficiency by the omission of those two clauses. The hon'ble gentleman then alluded to Act V. of 1851, which superseded the regulations of Act III. of 1829, and went on to say that the amendments, which consisted of new sections, were not immediately before the committee, and had to be amended after the bill as amended had been gone through. But H. E. the President had expressed a strong opinion, and urged strongly upon the Council the urgency of the measure, and he might be permitted to express a hope that the additional members of the Council would, now that the bill had been read a first time, give their most earnest, candid, and unprejudiced consideration to all the amendments as they came before the Council, and not make any factious opposition to the bill that might render it as inoperative as the bill it was intended to supersede. With respect to the words he intended to be omitted in his amendment in section II., line seven, which had reference to the mixing of cotton of different varieties, no one could be more sensible than himself of the difficulty of saying in an Act of Council what mixing of cotton was; nor was it much more easy to say what was meant by mixing. Mixing was not necessarily false packing, for a bale might consist of different qualities of cotton which might be pressed in layers—one sort at the bottom, another above that, and so on,—but that would not constitute mixing. Mixing was so packing the cotton as to endeavour to make it undistinguishable, and as far as the section of the Act to which he was alluding went, it would be necessary to show that the mixing or packing was for the purpose of making it undistinguishable. Now he thought there was scarcely any person would say that any mixing of that kind could be done without any bad or dishonest intentions. No one could take an inferior article and mix it with a good one except to deteriorate the quality, and then it would be done in a concealed and fraudulent manner. Though many different description of fraud had been put a stop to, mixing had been scarcely touched. The hon'ble gentleman quoted from Mr. Harrington Bulkley, Mr. Scott, and Messrs. Rawlinson and Anderson, who, he said, were aware of the beneficial results of the Act, and strongly urged the introduction of such amendments as he (the Hon'ble Mr. Campbell) now proposed. From that time until the present there had been a constant complaint of the mixing of different varieties of cotton. Now it had been assumed that those words had been re-introduced into the amendment with the full force of a general application, but it was not so. There were words which presently followed after "varieties," that is to say, "exotic and indigenous cotton," and therefore he proposed that the words, "fraudulently and dishonestly" should be omitted. It was not a general mixing that constituted fraud and dishonesty, but it had a special reference to exotic and indigenous cotton. He hoped he had been able to make himself clear on the subject, for he felt the importance of it, and was aware that the most extended application could be given to the word "varieties."

His Excellency the PRESIDENT having put the question,

The Hon'ble Mr. TUCKER asked the hon'ble gentleman who had just spoken what had led him to change his opinion as to the amendments recommended by the special committee to which he found the name of the hon'ble gentleman attached. It certainly seemed to him (the Hon'ble Mr. Tucker) now that a great many of the original members of the Council had left, and the hon'ble gentleman not having dissented from the report that he should explain what had led him to come to that very rapid change of opinion. For himself he fully concurred in the statements of the report of the committee. He could imagine cases in which cotton might be mixed or come together in the same bale with no intention on the part of the person who had so mixed them to commit any fraud whatever. He did not understand what the hon'ble gentleman meant by the distinction he drew as to what mixing was, and thought they required some explanation upon that point. He thought mixing meant joining together in an improper way, and what he thought the hon'ble member meant by mixing was so joining two sorts together as that they should not be distinguishable from one another. There should be some definition of the word "mixing" as shown in the section. He had already expressed his opinion that Acts of that description should not be made penal.

His Excellency the PRESIDENT said that he might be allowed to tell the Hon'ble Mr. Tucker that he thought it would be a very inconvenient practice if it was considered that each member who signed a report adhered and gave his own opinion to everything that the report contained. It was obvious that if such a practice as that were to prevail, there never could be a report from any committee whatever, for there must always be slight difference of opinion; dissent was only required from a member of a committee if he felt there was an entire difference of opinion upon some prominent point, and so felt that he could not allow the report of the committee to go forth in any way with his name attached to it. He did not think that a member who duly signed a report was to be supposed to agree with it in every particular.

The Hon'ble Mr. TUCKER said that it was because he thought it was such a prominent part of the report, and several other members who had taken the lead in preparing it were not present, that he thought they were entitled to know what had led the hon'ble gentleman to change his views, or whether he held those views at the time he signed the report.

The Hon'ble Mr. CAMPBELL said that he could give very good reasons. He could point out specially that the clause seemed to refer simply to the mixing. One part of the amendment had reference to the packing, afterwards limiting the effects of clause II., and that point was not considered by the special committee at all. It was specially alluded to in Regulation III. of 1829, but was overlooked altogether by the select committee.

The Hon'ble the ADVOCATE GENERAL thought the Council ought not to assent to the amendment of his hon'ble friend. What the Council were now asked to do were to omit the words "fraudulently and dishonestly." The words were omitted from the original draft bill, but were afterwards admitted on account of the remonstrances of the Chamber of Commerce, and he submitted on very ample grounds. The Chamber drew the attention of the committee to the fact that adulterated and mixed cotton was a regular article of commerce, and said that it was indispensable to the right working of the bill that the words should be inserted, otherwise every merchant engaged in the cotton trade would be liable to fine and imprisonment. The hon'ble gentleman then alluded to circumstances under which cotton might be mixed unintentionally, as two varieties might be growing in the same field or in an adjoining one and might become mixed without any fraudulent intention on the part of the grower; again, many small proprietors did not grow a bale, and that in the course of trade would get mixed with another one. He had no objection to the fraudulent admixture of cotton being made penal, but not in cases where cotton became mixed in the ordinary course of legitimate trade. The Hon'ble the Advocate General then referred to the hon'ble member having signed the report of the committee which had inserted those words, and said that after listening to his reasons he could not see why the omission should take place. Neither public nor private interests would be served by passing an enactment that would interfere with legitimate trade, and render innocent persons liable to fine and imprisonment. The ryots would probably become alarmed and there might be an injurious effect, as the production of cotton would be lessened.

His Excellency the PRESIDENT said that the hon'ble and learned Advocate General had said that innocent persons might be brought within the reach of the law, for there might be cotton of different varieties growing in the same field; but the answer to that was, that it did not come under that law. The arguments had been directed towards the mixing of different varieties of cotton, but the Hon'ble Mr. Campbell had pointed out that it was not different varieties, but indigenous and exotic cotton. It did not say cotton difficult to distinguish from the other but indigenous and exotic cotton. The Hon'ble the Advocate General had stated that that might be done legitimately, but it was difficult to imagine why that which was good could get mixed with that which was bad, except in order to get the bad out with the good. He had such confidence in the Hon'ble Mr. Campbell, who was largely engaged in the trade, as to consider him right when he stated that the effect of the amendment would not be such as certain hon'ble gentlemen seemed to suppose—the crippling of the trade in this country and Europe; on the contrary, he knew that people both in India and at home had stated that the mixture of old and new cotton was said to be a fraud which it was most difficult to detect, and when it came to the spinning mills it was the most dangerous form of adulteration they could have.

The Hon'ble Mr. MANSFIELD observed that the cotton trade in Bombay was carried on by persons who had agencies, and that it was not difficult to imagine that the agent might mix cotton, in which case the employers would be responsible for the acts of the agents, so that they would not lose their money alone, but be liable to a criminal prosecution. It would not do to leave the employers to the mercy of the agents.

His Excellency the PRESIDENT said that he might observe that it had been pointed out that the observations of the committee of management (referring to the Chamber of Commerce) were at the time they considered that clause 8 was part of the bill, and therefore when they mixed cotton of equal value they were infringing clause 8 as described in section II.

The Hon'ble Mr. MUNGULDASS NUTHOOBHOY agreed with the observations of the Hon'ble Mr. Mansfield.

The Hon'ble Colonel MARRIOTT said that the Hon'ble Mr. Tucker and the Hon'ble the Advocate General had appealed strongly to the opinions of the Select Committee, but it was to be remembered that clauses 8 and 9 were them before them which provided that such mixed cotton should not be offered for compression, and, if so, it was quite excluded from the market, but with those clauses omitted, the whole force of that was gone, and the ground of argument was entirely cut away from those who adopted the then opinion of the Select Committee against the present amendment. The whole question was whether the cotton be mixed innocently or not. The Hon'ble the Advocate General had suggested that, owing to the small quantity grown by the ryots, they might unavoidably mix cotton, but did anybody believe that ryots or anybody else could mix indigenous cotton with exotic without doing so knowingly.

The Hon'ble Mr. TUCKER wished to make a remark as to the likelihood of an innocent mixture. He did not know anything about exotic or indigenous cotton, but he knew that some years ago the Chamber of Commerce suggested that officials of the Government should go in and pull up all the indigenous cotton from the exotic, so that probably there was less than there was before, but still these was the possibility of an unfortunate ryot picking two kinds of cotton in his field, and so bringing himself within the grasp of the law.

The Hon'ble Mr. CAMPBELL said that the Hon'ble Mr. Tucker had been mistaken in supposing that had been the suggestion of the Chamber of Commerce, he could find the very words. They were suggestions by the Government to the Chamber of Commerce.

His Excellency the PRESIDENT then put the question that the words fraudulently and dishonestly form part of the question when the ayes where 5 and the noes 6; the words were therefore omitted, and the Hon'ble Mr. Campbell's amendment carried.

The Hon'ble Mr. CAMPBELL then moved, that in section II., line 8, after the word varieties, the words, "that is to say, exotic and indigenous cotton" be inserted.

This was also carried, and the section as amended stood part of the bill.

Sections III. and IV. were also passed without amendments.

On the motion of Mr. CAMPBELL, in section V., line 11, after the word "thousand," the words, "provided that whenever a license shall be granted upon change of ownership" were inserted.

In section VI., line 11, after the word "license," the words "shall be subject to such rules as Government may from time to time prescribe," were inserted.

In section VIII., line 6, after the word "situated," the words "whether they are half-presses or full-presses," were inserted.

Sections XI., XII., XIII and XIV. were passed with slight verbal alterations.

In section XV. the Honourable Mr. CAMPBELL proposed, that in line 10 after the word "examine," the words, "at all times during the working of the presses should be as inserted;" and in line 15 after the word "every" the words, "workshop, warehouse, storehouse or other," should be inserted.

The Hon'ble Mr. TUCKER objected to the proposed additions on the ground that it would allow the cotton inspectors to have access to any building or place where cotton was stored or deposited; these must be private dwellings, and the Council, he thought, should not sanction such an addition to the section without full consideration. Many persons kept a small quantity of cotton for their own spinning and weaving purposes, and he thought that private houses should not be visited by the inspectors.

His Excellency the PRESIDENT said that, according to the Hon'ble Mr. Tucker's proposal, it would be only necessary for a man to go and live in the place where he stored his cotton to be free from the visits of the inspectors.

The Hon'ble Colonel MARRIOTT said that houses were used for storing cotton in every monsoon.

The Hon'ble Mr. MUNGULDASS NUTHOOBHOY said that there were women who did not show their faces to any single man except their husbands and who might work up cotton in their houses: he did not know what the result would be if the inspectors came into their houses.

His Excellency the GOVERNOR said he could not see any objection to the proposed addition to the clause.

The Hon'ble Mr. CAMPBELL said that he had probably travelled over the cotton districts more than Mr. Munguldass; and throughout all the villages in Khandeish the women cleaned cotton in their houses, and he had never seen that they ever had the slightest objection to a European coming in.

The Hon'ble Mr. TUCKER said that by the words of the section, upon mere information an inspector might go into a house at any hour of the night.

His Excellency the PRESIDENT said that the same clause had been in force in the existing Act for nine years, and he had never heard any complaint of it.

The section as amended was then passed, as were also sections XVI., XVII., XVIII. and XIX.

The Hon'ble Mr. TUCKER asked if it was intended that Europeans found offending were to be punishable under the Act. He supposed that the promoters and Council did not intend it to affect other than natives. It was a very serious question as to what power the Council had. They ought to be fully aware what they were about before passing a measure which would not touch European, but only native subjects; they were by so doing extending a one-sided legislation, and the proposed Act could only be carried out in a one-sided manner.

His Excellency the PRESIDENT said that the only thing necessary would be a short Act of the Governor-General to make the provisions of the Act equally applicable to Europeans.

The Hon'ble Mr. CAMPBELL asked why the Act should not apply to Europeans?

The Hon'ble Mr. TUCKER replied that it was extremely doubtful what they could do to make them amenable to offences in the Mofussil.

His Excellency the PRESIDENT said that the hon'ble gentleman must be aware that the same question affected every law bill passed by the Council, and therefore he did not see why the question should be particularly raised towards the present Act.

The Hon'ble Mr. TUCKER thought the Council should hesitate before they proceeded in a course of restrictive legislation which would affect one class while others would escape from it; that was a question which the Council should consider well.

His Excellency the PRESIDENT asked whether that was not in other words, asking whether the Council should pass any bill whatever imposing any penal legislation.

The Hon'ble Mr. TUCKER said that he thought it was doubtful whether they should make penal offences before they know whether they had power to carry them out.

His Excellency the PRESIDENT asked if they were doing so, and had not done so in other instances, in the case of cantonments.

The Hon'ble Mr. CAMPBELL said, supposing there was a ginning manufactory at Broach, and they worked up adulterated cotton, should it not be amenable?

The Hon'ble Mr. TUCKER thought that it was very doubtful if they had the power. He noticed that the Madras High Court had deliberately decided in a case in which a European British subject was convicted under the Merchant Shipping Act, that the magistrates had no jurisdiction.

His Excellency the PRESIDENT said that was a question, that would affect judicial proceedings every day in every part of the presidency, and he did not think it should have been raised at the time. It would probably affect the proceedings of every police magistrate from one end of the presidency to the other. It was a very large question to raise.

The Hon'ble Mr. TUCKER said that he would leave the question to the Council, but he thought that it was his duty to point out that it was very doubtful if they had power to include Europeans.

His Excellency the PRESIDENT said that in the discussion which had been raised by the Hon'ble Mr. Tucker there were going beyond the arguments on the bill.

The Hon'ble Mr. TUCKER said that the Council should be very careful. They were putting certain classes of the community, those classes which they ought to take the tenderest care of under penalties, which, probably, as far as their own brethren were concerned would be ineffectual.

His Excellency the PRESIDENT said that he must take exception to the words, "tenderest care;" what did the hon'ble member mean by the expression?

The Hon'ble Mr. TUCKER said simply that they were the weaker of the two.

In line 10 of section XX., after the word "India," the following words were added, "provided that nothing contained in this Act shall be deemed to affect the provisions of sections 68 and 206 of the Code of Criminal Procedure."

Sections XXI. to XXV. were passed, and section XXVI., a description of the words "bale," "docra," "gin," churkas and press as used, in the Act, was expunged,

In schedul A, with respect to the fees leviable, the fee "on every press worked by steam or other power Rs. 20 in lieu of Rs. 5.

The bill as amended was then read a second time and the Council adjourned to Tuesday.

TUESDAY, 28TH SEPT.

An adjourned meeting of the Council of H. E. the Governor of Bombay for the purpose of making laws and regulations was held on Tuesday, at Poona.

Present:—The Right Honorable Sir W. R. S. V. Fitzgerald, K.C.S.I., Governor of Bombay, presiding, His Excellency Sir A. Spencer, K.C.B., The Honorable S. Mansfield, C.S.I., The Honorable H. P. St. G. Tucker, The Honorable Colonel W. F. Marriott, C.S.I., The Honorable Munguldass Nuthoobhoy, The Hon'ble A. H. Campbell, The Honorable Venayekrao Appasaheb of Koorundwar, and The Honorable A. F. Bellasis.

The amendments of which notice had been given by the Hon'ble A. H. Campbell were considered at this meeting, which had not already been inserted as verbal alterations. Two clauses were added to section II. A discussion arose on a third clause which provided: "Every docra of cotton exceeding 81 lbs. in weight not being a half-pressed bale, or full-pressed bale, hereinafter mentioned shall previous to its removal from the taloka, within which the cotton shall have been grown or cleaned, be stamped with the name of such taloka, in letters of the English character, not less than two inches long; and whoever shall remove, from such taloka, docras or other original packages of cotton, not so stamped, or who shall obliterate or efface such stamp, shall be punishable, on conviction, as in section II. of this Act."

It was contended by the Hon'ble S. Mansfield, the Hon'ble Mr. Tucker and the Hon'ble Munguldass Nuthoobhoy that such a provision would cause inconvenience and oppression to the ryot, but it was at last decided that the patel of each village should be appointed to stamp the bales, and the clause was added to the bill.

A clause providing that all full-pressed bales of cotton from foreign States should not be allowed to be exported from British territory until stamped with the words "foreign State, not inspected," was passed, and added to section II. of the bill.

That the following sections were introduced after section VIII. of the bill:—

"Any person who shall offer for packing in a half-pressed bale cotton adulterated, deteriorated, or mixed, as described in section II., shall, on conviction, be liable to a fine not exceeding Rs. 1,000, and all such cotton may be confiscated, or disposed of, under rules sanctioned by Government for the guidance of officers appointed to administer this Act."

"Any license of a half-press, who shall press or attempt to press, or allow to be pressed cotton adulterated, mixed, or deteriorated in the manner specified in section II., shall be liable to have his license withdrawn by the collector of the district or other officer empowered under section VI. to grant licenses, and shall further be liable, on conviction, to a fine not exceeding Rs. 1,000."

The following was also added after the word "excess" in line 14 of section X. of the bill, as now printed:—

"Whoever knowingly sells or hypothecates, or attempts to sell, or hypothecate any bales under a false certificate, and whoever uses any lawfully granted certificate, knowing that the same was granted with reference to bales, other than those with reference to which it is used, shall be liable, on conviction, to imprisonment of either description for a term which may extend to one year, or with fine, or with both."

That the following new sections were also added after section XI. of the bill:—"It shall be incumbent on every licensee of a full-press, to cause to be stamped with the words "adulterated," "mixed," "damaged," or "pickings," as the case may be, all full-pressed bales described in the manner provided by this Act, containing cotton adulterated, or mixed, or damaged, or consisting of pickings, respectively, and for every case of failure so to stamp any bale containing such cotton, the licensee shall, on conviction, be liable for every offence to a fine not exceeding Rs. 50, and his license if it be so adjudged by the magistrate shall be suspended and become null and void."

"It shall be lawful for the inspector to require the licensee of a press to stop the compression of any cotton in a wet state, and any licensee of a press who shall thereafter allow such cotton to be compressed in its wet state, shall be liable, on conviction, to the penalties imposed in the next previous section —— of his Act."

The following section was then considered:—

"It shall not be lawful for any person to engage or employ himself in the repairing of saw-gins in the collectorates of Dharwar and Belgaum, unless he shall have first obtained a certificate of qualification for such employment from the Superintendent for the time being of the Government Cotton Gin Factory at Dharwar, or from such other officer as Government may appoint on that behalf, and whoever shall offend against the provisions of this section shall be liable, on conviction, to a fine not exceeding Rs. 50 for each offence."

The Honourable Mr. CAMPBELL explained that he had brought that clause forward in order to secure the proper repair of the gins by skilful workmen. At present there were several useless from having been attempted to be repaired by persons who know nothing of the machine.

The general feeling of the Council was opposed to the clause, which was consequently expunged.

After section XX. of the bill the following section was proposed by the Hon'ble A. Campbell to be added:—

"It shall be lawful, any thing contained in (Bombay) Act IV. of 1862 notwithstanding, for Government to establish markets for the sale of cotton, and to prescribe rules and regulations not inconsistent with this Act, or any other law for the time being in force for the management, occupation, and general regulation of the markets so established, and for the imposition of penalties on persons convicted of the breach of any rule or regulation as aforesaid. Provided that no penalty so imposed shall exceed a fine of Rs. 50, or imprisonment for eight days, with or without hard labour. Such rules may be modified from time to time, and no such rule or alteration of any such rule shall have effect until the same shall have been published in the *Government Gazette*. All courts and magistrates shall take judicial notice of all rules and regulations made under this section."

The Hon'ble Gentleman said that there was not a more important section in the Act for the improvement of cotton.

The Hon'ble Mr. MUNGULDASS asked whether persons would be compelled to use the markets.

His Excellency the PRESIDENT said that there were no words of compulsion in the clause.

An interpretation clause was added to the bill and the Council adjourned. The third reading stands for Monday.

ACTION FOR DAMAGES FROM THE G. I. P. RAILWAY.

On Thursday a conclusion was arrived at in a suit before the Chief Justice in the High Court, brought by Mr. H. Gamble, Official Assignee of the Insolvent Debtors' Court, Bombay, against the G. I. P. Railway for damages in consequence of injuries sustained by the plaintiff whilst a passenger by one of defendants' trains on 29th August 1867.

Mr. McCulloch and Mr. Ferguson appeared for the plaintiff, whilst Mr. Marriott and Mr. Scoble were counsel for the defendants.

The plaint claimed Rs. 25,000 as damages on the ground that the defendants were carriers of passengers upon a railway from Poona to Bombay on the 29th day of August 1867, and received the plaintiff as a passenger to be by them as such carriers safely and securely carried upon the railway from Poona to Bombay, but that they negligently and unskilfully conducted themselves so that the plaintiff was greatly injured and had been prevented from attending to his business for a long time and had incurred expenses for medical attendance and otherwise. The written statement was to the effect that the defendants brought into Court the sum of Rs. 7,500 ready to be paid to the plaintiff, and said that the plaintiff had not sustained damages to any greater amount. The only issue raised was as to the amount of damages due.

Mr. McCulloch, in opening the case on Monday, said the plaintiff was well known to His Lordship as an official for many years in that Court—Mr. Gamble having been appointed to the office of Official Assignee of the Insolvent Debtors' Court in 1860 and continued to hold that position up to the present time. It appeared that at the time of the accident in consequence of which this suit was brought, Mr. Gamble had been upwards of ten years continuously resident in India, and during the whole of that time he had always been in the enjoyment of absolute uninterrupted good health,—never having been confined to his house for a single day during that period, and never having had occasion to place himself in the hands of a medical gentleman except for the slight disorders common to any one in this country. During the whole of that period he had been an active sportsman and in the habit of going to shooting, which not only required great skill but a deal of nerve. He was well known as a tiger shikarree and distinguished as a rifle shot—matters requiring a deal of nerve, energy, self control and power: he was a boatman and used to sail about in the harbour a good deal—he was fond of outdoor exercise generally. There was no doubt he was a man of what was called by medical gentlemen nervous temperament, but that had never appeared to interfere with the performance of his duties nor his amusements nor active out-door life. Shortly before the accident happened Mr. Gamble had determined to obtain leave of absence for a visit to England, not on account of failing health, but more especially from domestic circumstances; but as he was liquidator of several companies and trustee on several private estates under Act XXVIII., the date of his departure was to depend on the state of these affairs, though he would probably have left about the middle of October 1867. That being the case he obtained casual leave and went to Poona for a few days, and on the 29th August he was returning to Bombay in one of the Company's trains—the train in which met that fatal accident unhappily so memorable to the members of the Bar as having occasioned the death of their colleague and friend, Mr. Howard. It was an accident of a most terrible character. The train coming from Poona, when going at full speed, was met by a runaway engine which had carelessly been allowed to run away from the station, and was running, dashing, along the line; the engines met at full career, the stoker was thrown off and killed on the spot, several of the carriages smashed them the one in which the unfortunate Mr. Howard was sitting—were smashed to smallatoms and Mr. Howard was killed on the spot, another gentleman, Mr. Showell, received violent injuries and broke a bone of one of his legs, Mr. Rodgie was present in the accident, but met with no serious injuries save that he was severely shaken as one might suppose everybody in the train was. After the collision Mr. Gamble was able to assist in extricating Mr. Showell and some of the other passengers, but immediately felt faint, was carried to a neighbouring house, and there he did not see why the question should be particularly raised towards the present Act. effected by violent nervous agitation and was reduced to a state of incapacity both physically and mentally. He returned to Bombay and then the symptoms of nervous excitement increased from day to day till his medical advisers ordered him home peremptorily, and on a certificate to that effect being presented to His Lordship, permission was given him to leave Bombay, and he did so on the 9th September 1867. As to Mr. Gamble's condition after the accident, His Lordship would hear the evidence of medical gentlemen who had seen him both before and after the accident, and had opportunities of judging of the state of his health; and as to his condition at home His Lordship would have the evidence taken on commission in England of several medical gentlemen both on behalf of Mr. Gamble and of the Company. But it was the less necessary to enter into any special details on this matter, for all the doctors on either side concurred in saying that at the time they saw Mr. Gamble—a considerable time after the accident—he was suffering from a severe shock of the nervous system and which was likely to have been caused by an accident such as he was in. The commission was held in August last year and all the doctors agreed that it was advisable Mr. Gamble should not leave for India, and there was only the difference as to the period for which he should not leave—the extreme being two years on the one side and six months on the other, but most agreeing that in about a year Mr. Gamble could safely return to India. The evidence of all the medical gentlemen went to show that the conclusion each had arrived at was that Mr. Gamble was suffering from a severe shock to the nervous system. The only attempt that was made on the other side to refer these undoubted symptoms to any other cause was a vague suggestion made by Sir Ranald Martin, a gentleman who was called by the Company in London and who spoke vaguely of these symptoms being compatible with what he technically called insolation—sun-stroke,—but did not say that the symptoms would lead him to think that Mr. Gamble's illness was caused by insolation rather than the accident. Now there was not the slightest particle of evidence that during Mr. Gamble's residence in India he had had any complaint connected with insolation, and when between two possible causes it was directly in evidence that one had taken place, it surely was unnecessary to go into a theoretical argument as to whether the symptoms might not have been produced by a cause of which there was not a particle of evidence. The learned gentleman then referred to the pecuniary losses the plaintiff had suffered by his long residence in England, the compensation that had been given to other gentlemen, and the universal practice of awarding handsome damages against railway companies in order to compel them on grounds of economy to take measures for the safety of their passengers, and asked the Court to give substantial damages, even beyond the amount claimed in the plaint.

Several medical gentlemen were then called, but on the case being resumed on Thursday morning, with consent of parties a decree for the plaintiff was made, allowing damages to the extent of Rs. 25,000, each party paying his own costs.

HEADS OF ENGLISH NEWS.

(*Home News*, Sept. 10.)

THE Queen is making a series of excursions in the Highlands.

The Emperor Napoleon has been able to take outdoor exercise, but much sensitiveness prevails as to his Majesty's health.

There has been a small mutiny of National Guards in Madrid. The United States Government are stated to have determined upon recognising the belligerency of the Cuban insurgents.

The Election Commissions are still sitting, except as to Norwich; and the disclosures seem to indicate an extensive measure of disfranchisement.

The candidates for East Cheshire are Sir E. Watkin, Liberal, and Mr. W. Cunliffe Brooks, banker, Conservative.

Lord Auckland, Bishop of Bath and Wells, has resigned his see.

The affairs of the Albert Life Assurance remain in confusion. Mr. Kirby has resigned the provisional liquidatorship. A committee has been appointed, in which India is largely represented, to test the liability of the shareholders in the 22 companies amalgamated with the Albert.

The Irish land question is beginning to be formally agitated in England as well as Ireland.

The Duke of Athol's hermitage at Dunkeld has been blown up with gunpowder by miscreants who are not yet discovered.

The Byron controversy is continued. The most important contribution to it this week is a letter from Lord Lindsay.

Mr. Reed is to be the new Controller of the Navy.

Captain Shaw, late of the 7th Hussars, has been installed a Military Knight of Windsor.

A general order has been issued from the Horse Guards that the service ammunition of the army is to be removed from the pouches and placed in regimental expense magazines after duty.

In addition to Woolwich and Deptford, Sheerness is to be closed as a naval establishment.

Mr. William R. Drake, of Bircham, Dalrymple, and Drake, solicitors, has been knighted for services to the Liberal party.

M. Ledru Rollin has written a letter giving the reasons why he cannot return to France under the late amnesty.

Lord Oranmore is gazetted a representative peer for Ireland.

A well-known general officer has published an important letter on Russian Progress in Central Asia.

A terrible colliery explosion has taken place in Pennsylvania, by which 202 lives were sacrificed.

There will be a sharp contest for the Mayoralty of the city between the present Lord Mayor and Alderman Besley.

Mr. Bright has written a public letter on trade prospects. What is wanted, he says, is more cotton.

The Premier is on a visit to the Duke of Cleveland at Raby Castle.

Considerable subscriptions are being made to the Sustentation Fund of the Irish Church, and provincial synods are to be held.

The Prince and Princess of Wales will visit Chester about the middle of October.

Lochinver-house, a seat of the Duke of Sutherland, has been seriously injured by fire.

A panic has prevailed on the Stock Exchange in foreign speculative securities, caused by adverse reports as to the Emperor Napoleon's health operating on inflated prices in Vienna and elsewhere.

Some additional failures are announced in Manchester.

The following names appear in the obituary of the week:—

In her Majesty's Indian Army: Colonel Alaric Robertson, Madras Retired List.

Miscellaneous: General Sir Charles Gore—Sir Trevor Wheler, Bart.—Lieutenant-General Perronet Thompson—Mr. Thomas Watts (British Museum.)

THE ALBERT LIFE ASSURANCE COMPANY.

(REUTER'S EXPRESS.)

YESTERDAY (Sept. 10) was named by Vice-Chancellor James, as the vacation Judge, to hear the petition presented to the Court of Chancery to wind up the affairs of the Albert Life Assurance Company, and, in pursuance of advertisements inserted in the newspapers, His Honor had appointed to hold his Court at the Black Horse Inn, Shere, near Guildford. From proceedings before the Chief Clerk, and it being represented to the Vice-Chancellor that great inconvenience would arise if he heard the applications out of town, he consented to hear them at Lincoln's-inn. The Court was form ally opened at Shere, and Lord Romilly, the Master of the Rolls, attended for the Vice-Chancellor.

Mr. C. E. Lewis (Lewis Munns & Co.), the solicitors for the provisional liquidators, were in attendance. The Master of the Rolls announced that the petitions would be heard on Friday next, the 17th inst., at Lincoln's-inn, at 11 o'clock.

The proceedings occupied but a short time. At the Chambers of Vice-Chancellor James yesterday three summonses were entered for hearing before Mr. Bloxam, the Chief Clerk, and the proceedings seemed to create much interest.

Mr. Musgrave (Lewis Munns & Co.) appeared for the provisional liquidators, Mr. Price and Mr. Kirby, Mr. Roberts (Merriman & Co.) for some of the petitioners, for a winding-up order; Mr. Gaskell (Messrs. Brandon) for policy-holders, and Messrs. Ashurst and Morris for the Company.

Mr. Musgrave opened the first application, that Mr. Kirby should be at liberty to retire, and that Mr. Price be appointed the sole provisional liquidator. The application was made in deference to the feeling manifested at the late meetings in the country. He should simply ask that the summons be adjourned to the Judge, to come on after the petitions were heard for the winding-up of the Company.

Mr. Roberts said he has must object to the application. Mr. Musgrave apprehended that neither as a petitioner nor as a contributory could Mr. White, or others who appeared with him, be heard on the present application.

Mr. Roberts claimed his right to be heard. He had applied on a former day to Mr. Allen, the Chief Clerk, to remove Mr. Kirby from his office of provisional liquidator, and to appoint Mr. White, with Mr. Price, and that summons had been referred to the Judge.

Mr. Musgrave informed the Chief Clerk that the summons mentioned had been dismissed, but on being pressed Mr. Allen said he was bound to refer it to the Judge, and that was after he gave his opinion on the matter.

The Chief Clerk intimated that he must adjourn the present summons to the Judges. Mr. Roberts urged the Chief Clerk to hear the application before he adjourned it, and under the 16th rule he asked that another liquidator should be appointed, and that Mr. White be joined with Mr. Price in the office.

Mr. Musgrave protested against the present appearance. No summons had been served on Mr. Merriman, and a contributory could not appear. The application was by Mr. M'Laclan, one of the petitioners, on whose application the provisional had been appointed, that one should retire and the other continue, and it was not competent for a contributory or creditor to appear on such an application.

Mr. Roberts asked that Mr. White be appointed with Mr. Price.

The Chief Clerk said he could not make such an order on the summons before him. There was a summon pending before the Judge, and the best course would be to adjourn the present summons also.

Mr. Roberts said it had not been heard, and yet was to be adjourned.

The Chief Clerk was of opinion that the applicant could ask that the summons be adjourned; and as to the objection now urged he could not construe the act of Mr. M'Laclan in applying that Mr. Kirby should retire to be the same as Mr. Kirby. He could not identify Mr. M'Laclan and Mr. Kirby as one and the same party.

Mr. Roberts strongly objected to their being only one liquidator pending the petitions before the Judge.

Mr. Musgrave said it was not so. There would be two provisional liquidators until the order was made that Mr. Kirby *should* cease to act.

The Chief Clerk observed that the question was who was to hear the summons, the Judge or himself.—Mr. Roberts said he asked the Chief Clerk to hear it.—Mr. Musgrave wished the matter heard by the Judge. He must contend that a contributory had no right to appear in the case—neither as a creditor nor contributory—because at present there was no order to wind-up the matter. Mr. Roberts strenuously objected to there being only one liquidator before the several petitions to wind-up the Company could be heard. There were large interests.

Mr. Musgrave wished it to be distinctly understood that the two liquidators would act until Mr. Kirby was removed.

The Chief Clerk thought that the summons had better be adjourned to the Judge.

Mr. Musgrave said it should be understood that the applications would come on after the petitions were heard to wind-up the Company.

The other application as to an inspection of the books and papers to be called on. It was said that an application was to be made that Mr. Chatteris should be appointed to inspect the books but it did not come on.

Mr. Musgrave asked whether it was seriously meant that leave could be given to inspect books and papers before winding-up order was made.—Mr. Gaskill said that authorities, but the best course would be to adjourn the question to the Judge. Mr. Musgrave had no objection.

The Chief Clerk also adjourned the summonses, all to be heard next Friday after the winding-up order had been decided.

The committee of policy-holders appointed at the public meeting held on Thursday at the London Tavern, met yesterday at the Terminus Hotel, Cannon-street—Lord William Hay in the chair—when resolutions were passed inviting the co-operation of the provincial committees, and the attendance of members of those committees at an adjourned meeting to be held at the Hotel on Tuesday next.

The Birmingham committee met again yesterday in the council room of the Chamber of Commerce, (Mr. John Lowe, presiding) and appointed a deputation consisting of the chairman, the secretary (Mr. Thomas Griffiths) Mr. W. Morgan and Mr. A. J. Naish, to attend the aggregate meeting of representatives of the London and provincial committees, to be held at the Guildhall Hotel, London, on Wednesday next, and to co-operate in all necessary preliminary arrangements for the hearing before the Vice-Chancellor on the following Friday with a view to the protection of the interest of the policy-holders in this district.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by h Tradesmly in ½ lb., ¼ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co. Homœopathic Chemists, London.

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On London at 6 months' sight on (City Bank)	1/11 5/8 d.	per Rs.
Do.	3 do.	do.	1/11 7/16d. do.
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INTEREST

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Do.	do.	9 do.	.....5 "
Do.	do.	12 do.	.....6 "

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Bombay, 18th September, 1869.

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